

## SUMMARY

Interstate bus transportation in Maryland began about 1915, but until about 1922 did not amount to much more than small intercity operations which crossed the state line to take in cities several miles outside of Maryland.

The Maryland Public Service Commission exercised rigid control over all bus operations in Maryland and granted or refused permits to operate busses in interstate commerce during the early years of the development of interstate bus transportation. After the decision of the Geo. W. Bush & Sons case in 1923, the Commission changed its policy and granted permits for all interstate operations, but continued to regulate the intrastate business which interstate operators could do. This is still the policy of the commission.

The present interstate bus lines operating through Maryland are the results of numerous combinations of smaller bus lines which have been made by the individual bus operators through the years of development of the industry for the purpose of conducting larger scale operations in the most efficient manner. This combining and incorporating of existing bus lines has been going on continually since the days of the first "jitney" operations.

At the present date all interstate operations are under federal government control through the Interstate Commerce Commission. This was made possible through the passage of the Motor Carriers Act in 1935.

An attempt is now being made to establish a "commercial

SUMMARY--continued

zone" between Maryland and Washington. If this is done, bus operations between Washington and points in nearby Maryland will be released from federal control.



EARLY HISTORY AND THE GENERAL DEVELOPMENT OF INTERSTATE  
BUS TRANSPORTATION

Transportation by motor bus dates essentially from the World War. Busses had theretofore been in limited use in urban transit service but did not begin to make headway in this field in Maryland until 1915 and 1916. During this early period there was practically no interstate bus transportation at all.

The Baltimore Sun of May 2, 1915, mentions "big cars" of 30-to-40-passenger capacity that run regularly between Baltimore and Frederick" and also mentions a bus line from Baltimore to Washington. This bus line was probably one operated by The Baltimore & Washington Boulevard Motor Company, Incorporated, as by Order No. 2275, entered by the Maryland Public Service Commission on April 13th, 1915, in Case No. 920, this company was authorized to exercise its corporate franchise and to issue one hundred shares of capital stock of the par value of One Hundred Dollars per share. The proceedings of the case show that the company intended to operate passenger motor bus service between Baltimore and Washington, with local stops in Maryland. This operation is without doubt one of the earliest instances of interstate bus transportation in the state of Maryland. 1915 was before the time when permits authorizing specific operations over fixed routes were required from the Maryland Public Service Commission. The busses running between Baltimore and Frederick, while not interstate busses, show that the use of busses as a means of long distance passenger transportation was beginning to make headway in Maryland as early as 1915.

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A "big car" was one "almost as big as an oldtime horse car".



Prior to 1922, practically all interstate bus operations in Maryland were merely outgrowths of intercity operations which extended several miles over the state line to connect some town in one of the adjoining states with nearby towns or cities in Maryland.

The independent, small-scale operator pioneered a very large proportion of our present bus operations. With his own capital or with modest local financial support he bought and ran his bus. Many such enterprisers found the volume of traffic encouraging and the business profitable and expanded their scale of operations. As vehicles, highways, and servicing facilities were improved, it became possible to render service <sup>over</sup> longer distances, connecting cities and towns in nearby states with points in Maryland.

The motor bus routes were operated at first by the individual owners who were also the drivers. Gradually competition for patronage became suicidal, and at the same time the public suffered because service was only furnished when and where it would bring the quickest returns. In self protection the bus owners and drivers began to get together (about 1922) to eliminate unfair competition among themselves and meet the needs of economic service in an economic manner. Associations or pools were formed and after a time, incorporated. The corporations gradually absorbed the individual operators of passenger busses. This uniting and tying together of small bus lines operating over short routes from city to city into single larger scale systems operating over greater distances is the basis of the interstate passenger-bus transportation system which exists today.

THE HISTORY AND DEVELOPMENT OF  
INTERSTATE BUS TRANSPORTATION IN MARYLAND

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The Blue Ridge Lines, operated by the Blue Ridge Transportation Co. which has its central offices at Hagerstown, Md., is a typical example of the development of the interstate bus industry in Maryland. The bus lines operated in Maryland by the Blue Ridge Transportation Co. were nearly all purchased from local operators prior to 1925. No history has been kept by the company from which information regarding its development is readily obtainable, but the principal lines acquired, according to the Blue Ridge Transportation Co., are as follows:

Frederick-Baltimore from W. C. Hann  
Frederick-Washington from Mr. Lescaleet  
Hagerstown-Baltimore from E. V. Hull  
Hagerstown-Cumberland from E. V. Hull  
Hagerstown-Martinsburg, W. Va. from E. V. Hull  
Westminster-Baltimore from Restivo Bros.  
Hagerstown-Hancock from John Town  
Hagerstown-Clearspring - Mr. Blair  
Hagerstown-Waynesboro from Mr. Petre  
Frostburg-Uniontown from Old Trails Line

All of these operations were acquired prior to 1925 except the Old Trails Line which was taken over about 1927.

The Blue Ridge Lines is the largest interstate bus system operating through Maryland today which has its central offices in Maryland. The main line of the system traverses the backbone of the Blue Ridge Mountains, from whence the company name is derived.

#### DEVELOPMENT OF BUS EQUIPMENT

Pioneer operators used touring cars on their passenger transportation routes. As revenues began to increase and traffic

possibilities became heavier, a vehicle which followed the model of of the streetcar, with seats running the long way of the bus, was first used. Transverse seats were soon introduced. By 1922 several companies were producing bus bodies with what is now the normal seating arrangement for mounting on truck chassis. The vehicles had a high center of gravity and were slow, cumbersome, and noisy.

The first bus with low center of gravity designed expecially for passenger service was produced in 1923 but did not get into general use in Maryland until 1924.

Between 1923 and 1926, manufactures of busses began to "dress up" their busses and several unsuccessful attempts were made to equip passenger carriers with lavatories and buffets.

In 1926 the model now familiar, with one-piece body and frame, engines mounted under seats or floor, and the entire length of the frame utilized for passenger space, was developed and came into general use for interstate operations. Light-weight, all-metal construction, which reduces operating costs, is a still more recent development, and improvement in the design of busses continues steadily.

#### LAWS PASSED BY THE MARYLAND LEGISLATURE PERTINENT TO BUS OPERATION

Prior to 1916, motor busses were operated under the same laws that governed private automobiles, and the fees paid by the owners and operators of motor busses were the same as those paid by the owners of motor vehicles that were used for pleasure or for business purposes.



Since 1916, all fees and taxes charged by the state for the operation of interstate busses have been on a passenger-seat-mile basis.

The first law passed by the Maryland legislature pertaining to bus operation was enacted in 1916 and required permits from the Public Service Commission for the operation of passenger motor busses. The following digest obtained from the Maryland Public Service Commission shows the legislation enacted by the State of Maryland pertaining to bus fees and taxes since 1916.

The law requiring permits from the Commission for the operation of passenger motor busses was first enacted as Chapter 619 of the Acts of 1916. License fees payable to the Commissioner of Motor Vehicles were established on a seat mile basis, as follows:

Class A - Vehicles weighing less than 3,000 lbs.,

1/20 cent per passenger seat mile.

Class B - Vehicles weighing over 3,000 lbs. but

less than 7,000 lbs., 1/18 cent per passenger seat mile.

Class C - Vehicles weighing over 7,000 lbs., 1/14

cent per passenger seat mile.

By Chapter 199 of the Acts of 1918 the fees applicable to Classes B and C were changed to 1/15 cent and 1/6 cent, respectively, per passenger seat mile.

Chapter 401 of the Acts of 1922 increased the maximum weight limits for Classes B and C, as follows:

Class B - Vehicles weighting over 3,000 lbs. but



less than 7,000 lbs., if equipped with solid tires or 8,500 lbs., if equipped with pneumatic tires, 1/15 cent per passenger seat mile.

Class C - Vehicles weighting over 7,000 lbs., if equipped with solid tires, or 8,500 lbs., if equipped with pneumatic tires, 1/6 cent per passenger seat mile.

Chapter 291 of the Acts of 1924 changed the fees applicable to Classes B and C, to 1/18 cent and 1/7 cent, respectively, per passenger seat mile, so that after the passage of Chapter 291 the following fees were applicable:

Vehicles weighing less than 3,000 lbs., 1/20 cent per passenger seat mile

Vehicles weighing over 3,000 lbs., but less than 7,000 lbs., if equipped with solid tires, or 8,500 lbs., if equipped with pneumatic tires, 1/18 cent per passenger seat mile.

Vehicles weighing over 7,000 lbs., if equipped with solid tires, or 8,500 lbs., if equipped with pneumatic tires, 1/7 cent per passenger seat mile.

Chapter 620 of the Acts of 1927 eliminated the different classes and provided for a fee of 1/18 cent per passenger seat mile for all busses operating under permits issued by the Commission.

In 1933 the General Assembly by Chapter 596 applicable to intrastate busses, and by Chapter 593, applicable to interstate busses, continued the fee of 1/18 cent per passenger seat mile but provided a flat annual fee of \$4.00 per passenger seat for busses operating exclusively on a route, one fixed terminus of which is within the corporate limits of any territory under the jurisdiction of the Federal Government or of any municipality of this State, and the other fixed terminus of said route is not more than ten miles from the corporate limits of any such municipality or of any such territory, in lieu of the seat mile fee. At the recent session of the legislature an Act was passed (chapter 194 of the Acts of 1937) which, when it becomes effective on June 1st, 1937, will extend to sixteen miles (instead of ten miles, as at present) the distance within which the annual fee of \$4.00 per passenger seat applies.

Between 1916 and 1922, the operation of passenger busses in Maryland gradually became rather strictly regulated by the Public Service Commission through legislation passed by the state. Competition was not sanctioned either with other motor bus carriers or with traction lines. In cases where two bus lines traversed the same highways or even paralleled existing rail lines, the transportation agency first holding the territory was the only one permitted to handle local traffic. Other lines were allowed sufferance only and could use such highways merely as means of passage from their own



exclusive territory to an objective terminal point. This regulation had reference to interstate busses as well as intrastate busses, since some interstate busses held the right to do intrastate business and other interstate busses were essentially intrastate carriers which crossed the state line only to make connections with nearby communities.

The Commission refused consistently in 1922 to permit motor bus lines to enter the city of Baltimore except to points where the passengers could be transferred to the urban lines of the traction company.

Since 1916 it has been required that the applications for permits to operate all busses in Maryland, including interstate carriers, be made on blanks showing the name of the owner, the fixed route, the service to be given, the rates of fare, the garage location, the chassis and body specifications of the vehicle, the seating capacity and the net weight of the bus. From 1916 to the present date, the only tax paid had been the one already mentioned which is based on the seating capacity, the net weight of the vehicle and the number of miles operated during the year. This tax is paid at the time the certificate of registration is obtained each year.

The tax based on the weight of the bus and passenger-seat-mileage does not apply at the present time to any bus operating on a route one fixed terminus of which is within the corporate limits of any territory under the jurisdiction of the federal government or of any municipality of the state of Maryland and the other fixed terminus of the route is not more than ten miles from the corporate limits of such a municipality or territory. For each such bus an annual fee of \$4.00 per each passenger seat is charged and no other additional fees or taxes are charged.

All owners of busses are required to maintain sufficient reserve equipment to insure reasonable maintenance of schedules. Failure to keep bus equipment in proper physical condition to render safe, adequate, and proper service without being a menace to the safety of occupants or the general public is sufficient ground for the suspension or revocation of the operating permit.

#### EARLY INTERSTATE BUS OPERATIONS IN MARYLAND

The following list shows the extent of interstate bus operations in Maryland as of February 1, 1922:

Alfred C. Stiltz  
Newark, Delaware

Operated 7 vehicles between Newark, Del., and Elkton, Md.,<sup>and</sup> made 7 round trips daily. Equipment consisted of one 30-passenger bus and six 16-passenger busses. One way distance was 5 miles.

Wm. B. Loller  
Earlville, Md.

Operated one 5-passenger touring car, between Earlville, Md. and Middletown, Del. One way distance was 13.5 miles. Made two trips every day except Sunday.

Ultimate Sales and Service Co.  
Washington, D. C.

Operated two 20-passenger busses between Edgewood, Md., and Georgia Avenue and Kennedy Street, Washington. One way distance was 9 miles. Made two trips per day.

Tayman Bus Line  
Washington, D. C.

Operated two 24-passenger busses between Lothian, Md. and



8th and Pennsylvania Ave., Washington. One way distance was 26 miles. Made two round trips per day.

Tidewater Lines  
Washington, D. C.

Operated over two routes: Washington, D. C. to Brandywine, Md. (a distance of 19 miles) and Washington, D. C. to Waldorf, Md., and Rockpoint, Md. (a distance of 55 miles). Equipment consisted of three 29-passenger busses and six 23-passenger busses. Made two round trips daily over each route.

By February, 1922, arrangements were effected between the Gettysburg and Harrisburg Transportation Co. (of Pennsylvania) and the operators of a bus line between Littletown, Md., and Westminster, Md., for a regular bus service between Baltimore and Gettysburg.

It is seen from the above list that interstate bus operations in Maryland in 1922 were very small in number. No doubt one reason for this was the large annual licence fee required to operate a passenger bus in Maryland. A glance at the digest of fees charged for operating busses in Maryland from 1916 to the present time will show that in 1922 the annual tax placed on an 8,000 lb. bus was 1/6 cent per passenger seat mile. At this rate the annual fee for an 8,000 lb. 25-passenger bus operating 100 miles per day in Maryland amounted to \$1500 per year. The fee was \$10.00 in the District of Columbia and \$64.00 in Delaware (plus local taxes). The large annual fee probably helped in a large measure to keep down interstate bus operation through Maryland during the early years of the development of the interstate bus industry.

THE CASE OF GEO. W. BUSH & SONS CO. vs THE MARYLAND PUBLIC  
SERVICE COMMISSION\*

Prior to 1923, it was the policy of the Maryland Public Service Commission to regulate all motor carriers, including both trucks and busses, interstate and intrastate, and to issue or refuse to issue permits for operation in the state of Maryland as the Commission deemed best for the public good.

Geo. W. Bush & Sons Co., for a period approximately 18 months prior to the 10th of November, 1922, was operating a line of motor trucks in the transportation, for hire, of goods and merchandise and other property from points in Maryland to Wilmington and other points in Delaware, connecting with its line of steamboats upon the Delaware River. The company was notified, prior to the 10th of November, 1922, by the Public Service Commission of Maryland, that it would be required to file an application with and obtain from the Commission permits before it could lawfully operate its trucks lines in Maryland over the routes upon which it was then operating.

The Geo. W. Bush & Sons Co. filed the required application, with the request that the application be considered as asking for permits to operate in the state of Maryland in the doing of both an interstate and intrastate business, as well as an interstate business solely.

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Although Geo. W. Bush & Sons Co. operated an interstate truck line and not a bus line, this case is important in that its decision altered the policy of the Public Service Commission with respect to interstate bus transportation.



This request was granted.

On the 20th of February, 1923, the Commission refused the permits asked for and declared that "the public welfare and convenience do not require the granting of the permits for which applications have been made by the Geo. W. Bush & Sons Co., but on the contrary the granting of such permits would be prejudicial to the welfare and convenience of the public". The Commission also stated that the public highways over which the Geo. W. Bush & Sons Co. sought to operate had been built at the cost of many millions of dollars to the tax payers and that "roads and highways are subject to great damage and injury when used by very large motor vehicles, and the injury and damage is greater when large numbers of them are operated thereon; consequently, the number of them used for profit and gain in the transportation of freight or passengers should be restricted to the public need or convenience and, when the number is in excess thereof, their use becomes prejudicial to the welfare and convenience of the public."

Geo. W. Bush & Sons, Co. took the matter to the Circuit Court for Baltimore City, where the decision of the Public Service Commission was upheld. This judgement was upheld by the Court of Appeals of Maryland, and the case was carried to the Supreme Court of the United States where the judgement of the Court of Appeals of Maryland was reversed, thus reversing the ruling of the Maryland Public Service Commission.

Throughout the court proceedings, the plaintiff (Bush & Sons) claimed that, regardless of permit, it was entitled to use the highways as a common carrier in exclusively interstate commerce.



After the reversal of court opinions to favor the Geo. W. Bush & Sons Co., it became the policy of the Maryland Public Service Commission to grant all requests for permits to do interstate transportation of passengers and freight, and to confine its regulation to intrastate transportation only.

Since the Bush decision, the commission has granted some interstate bus companies the right to do intrastate business and has refused others this right, depending on the existing passenger transportation lines in the localities through which the bus company intends to operate.

#### THE MOTOR CARRIER ACT OF 1935

Mention has already been made in an early page of this thesis of the formation of association or pools of small bus lines and the subsequent corporation of these associations and their absorption of other small bus lines. This uniting of bus lines began about 1922. Until 1935, when the Interstate Commerce Commission took the interstate bus business under its wing with the passage of the Motor Carrier Act by the 74th Congress, there was no interstate regulation of busses. Bus franchises were the bestowal of the individual state. The major interstate bus companies, in order to standardize specifications pertaining to bus operation and to eliminate the irresponsible little fellow, sought interstate regulation by the I.C.C. and obtained it through the passage of the Motor Carrier Act of 1935. The following page carries a copy of this act. It will be noted in glancing at the Act that each state still has the right to place taxes on interstate busses and to regulate the doing of intrastate commerce by interstate busses.



On the page of this thesis following the copy of the Motor Carrier Act is a clipping from the Washington Evening Star regarding the establishment of a commercial zone "along the Maryland-District of Columbia line. Within this zone, common and contract bus operations, although actually interstate in character, would be subject only to the safety and employe-hour-of-service provisions of the Motor Carrier Act, and would be exempt from the rate-fixing sections that apply to interstate traffic generally. Similar zones are to be created in metropolitan districts throughout the country, where the ordinary commerce of a community cuts across a state line, and are intended to free what might be described as an intraterminal movement from broad Federal regulations.

PRESENT INTERSTATE PASSENGER BUS LINES OPERATING UNDER  
PERMITS ISSUED BY THE MARYLAND PUBLIC SERVICE COMMISSION

The following list, furnished by the Maryland Public Service Commission, is a complete list of interstate bus companies operating through Maryland at the present time:

C.O. Albright  
Ellerslie, Maryland

Route: Maryland-Pennsylvania State Line at Ellerslie to  
Anncelle, via Cumberland. 11 miles one way, has  
5 buses.

Restrictions: Cannot transport passengers locally in  
or between Cumberland and points south of  
Cumberland.

Blue and White Lines, Inc.  
1107 -11th Street  
Altoona, Pennsylvania

Route: Cumberland to Maryland-Pennsylvania State Line,  
en route to Altoona, Pennsylvania. 6 miles one  
way. Has 5 buses.

Restricted to interstate business.

The Blue Ridge Transportation Company,  
Hagerstown, Maryland

Routes: Baltimore to Maryland-Pennsylvania Line near  
Grantsville, via Frederick, Hagerstown and  
Cumberland. 174 miles one way.

Frederick to Maryland-D.C. Line via U.S. Route  
No. 240. 41 miles one way.

Maryland-West Virginia State Line near Williamsport  
to Maryland-Pennsylvania State Line near Middleburg.  
13 miles one way.

Hagerstown to Maryland-Pennsylvania State Line near  
Greencastle, Pennsylvania. 6 miles one way.

Other operations wholly within the State of Maryland.

Has 33 buses and operations are unrestricted.

Clyde I. Brenner  
trading as Brenner Motor Company  
25 East Baltimore Street  
Hagerstown, Maryland

Routes: Maryland-Pennsylvania State Line near Pen Mar to  
Maryland-Pennsylvania State Line near Highfield.  
2.1 miles one way.



Frederick to Maryland-West Virginia State  
Line near Harpers Ferry. 20 Miles one way.

Hagerstown to Maryland-Pennsylvania State Line  
near Rock Forge. 9 miles one way.

Other Operations wholly within the State of  
Maryland.

Has 5 busses and operations are unrestricted

Capital Transit Company  
36th and M Streets, N. W.  
Washington, D. C.

Routes: Various operations from Maryland-D.C. Line to  
points in Maryland adjacent to the District of  
Columbia.

Laurel to Maryland-D. C. Line. 15.7 miles one way.

Baltimore to Maryland-District of Columbia Line  
via Ellicott City and Clarksville. 41 miles one  
way.

Has 85 busses.

Restrictions: Cannot carry local passengers between  
Baltimore and a point one-half mile from the  
intersection of Columbia Pike and Frederick Road.

Capitol Greyhound Lines  
630 Walnut Street  
Cincinnati, Ohio

Route: Maryland-West Virginia State Line near Brookside to  
Maryland-West Virginia State Line near Gorman, West  
Virginia, Via U.S. Route No. 50. 8 miles one way.

Has 7 busses and operation is unrestricted.

Frank Dodaro  
101 Second Street  
Oakland, Md.<sup>5</sup>

Route: Maryland-West Virginia State Line near Hutton,  
West Virginia to Mountain Lake Park via Oakland.  
3 miles one way.

Has 2 busses and operation is unrestricted.

The East Broad Top Transit Co.  
Rockhill Furnace, Pa.

Route: Hagerstown to Maryland-Pa. State Line via U. S.  
Route No. 11. 5.6 miles one way.

Has 4 busses and operation is restricted to interstate  
business.

Eastern Shore Transit Co., Inc.  
Accomac, Va.

Route: Maryland-Va. State Line to Salisbury via Pocomoke  
city and Princess Anne. 30 miles one way.

Has 2 busses and operation is unrestricted.

Franklin-Cumberland Transit, Co.  
Franklin, West Virginia

Route: Cumberland to Maryland-West Virginia State Line  
near Ridgeley, West Virginia. 2.5 miles one way.

Has 1 bus and operation is restricted to interstate  
business.

Conda G. Lashley  
trading as The L. and A. Bus Lines  
10 N. George Street  
Cumberland, Md.

Routes: Cumberland to Maryland-West Virginia State Line



near Piedmot, West Virginia, via U.S. Route No. 220 and Westernport. 26 miles one way.

Cumberland to Maryland-West Virginia State Line near Paw Paw, West Virginia. 25 miles one way.

Maryland-Pennsylvania State Line to Amcelle via State Route No. 35 and U.S. Route No. 220. 12 miles one way.

Maryland-West Virginia State Line, near Piedmont, West Virginia, to Westernport and Bloomington. 1.5 miles one way.

Has 39 busses and operations are unrestricted.

The Maryland Coach Co.  
of Maryland  
Hampstead, Md.

Route: Baltimore to Maryland-Pennsylvania State Line via Reisterstown and Hampstead. 36.7 miles one way.

Has 3 busses.

Restriction: Cannot carry passengers locally, in either direction, between Baltimore and Reisterstown or intermediate points.

Maryland-Delaware Stages, Inc.  
Pocomoke City, Md.

Routes: Pocomoke City to Maryland-Delaware State Line, via Snow Hill and Berlin. 38 miles one way.

Ocean City to Maryland-Delaware State Line via Friendship. 14.5 miles one way.

Has 2 busses.

Restriction: Cannot transport passengers locally, in  
either direction, between Berlin and Ocean city.

The Meyer Transit Co.  
Davis, West Va.

Route: Maryland-West Virginia State Line to Oakland,  
Maryland, via Redhouse. 13 miles one way.

Has 1 bus and operation is unrestricted.

Montgomery Bus Lines, Inc., Lessee  
Capital Transit Co., Equipment Owner  
36th and M Streets, N. W.  
Washington, D. C.

Route: Maryland-District of Columbia Line to Washington  
Grove via Rockville. 16.7 miles one way.

Has 8 busses and operation is unrestricted.

Nevin Midland Lines  
430 West 29th St.  
New York, N. Y.

Routes: Maryland-Pa. State Line to Maryland-District  
of Columbia line via Rising Sun, Bel Air, Overlea,  
Baltimore, Laurel and Hyattsville, 80.6 miles  
one way.

Baltimore to Emmitsburg via Reisterstown and  
Westminster. (Emmitsburg transfer point connect-  
ing with busses for transportation of interstate  
passengers only). 52 miles one way.

Maryland-Pennsylvania State Line on State Route  
No. 32 to Maryland-Pennsylvania State Line on U.S.  
Route No. 15 via Emmitsburg. 4.1 miles one way.

Has 12 busses.



Restrictions: On route from Maryland-Pa. line to Maryland-District of Columbia Line, cannot transport passengers locally, in either direction, between Maryland-District of Columbia Line and Baltimore or intermediate points or between Baltimore and the intersection of U.S. Route No. 1 with the road leading to Darlington at Stargable's Service Station or inter-mediate points.

Other operations restricted to interstate business.

Pan-American Bus Lines  
Charlotte, North Carolina

Route: Maryland-Pennsylvania State Line to Maryland-District of Columbia Line via Laurel, Baltimore, Bel Air and Rising Sun. 87 miles one way.

Has 4 busses and operation is restricted to interstate business.

Peninsula Transit Corporation  
3210 Huntington Ave.  
Newport News,,Va.

Routes: Maryland-Virginia State Line near Colonial Beach, Va., to Baltimore via Morgantown, La Plata, Waldorf, T. B., Upper Marlboro, Millersville and Glenburnie. 75.4 miles one way.

T.B., Maryland, to Maryland-District of Columbia Line via Campsprings and Clinton. 13.65 miles one way.

Maryland-District of Columbia Line to Annapolis.

Md., via Bladensburg, Collinton, Priest Bridge and Parole. 26.9 miles one way.

Maryland-District of Columbia Line to Annapolis via Ritchie, Largo, Davidsonville and Parole. 26 miles one way.

Has 19 busses.

Restrictions: Cannot pick up passengers when northbound or discharge passengers when southbound between a point 2 miles south of Glenburnie and Baltimore.

Cannot transport passengers locally between D.C. Line on Central Ave., and a point 2 miles east of Chapel Road Intersection, Md.

Pennsylvania Greyhound Lines, Inc.  
920 Superior Ave., N. E.  
Cleveland, Ohio

- Routes: (1) Maryland-Delaware State Line to Maryland-District of Columbia Line, via Aberdeen, Baltimore and Laurel. 87.5 miles one way.
- (2) Baltimore to Maryland-Pennsylvania State Line, via Bel Air and Rising Sun. 48.6 miles one way.
- (3) Baltimore to Maryland-Pennsylvania State Line, via Towson and Hereford. 32.5 miles one way.
- (4) Baltimore to Maryland-Pennsylvania States Line, via Reisterstown, Westminster and Union Mills. 43 miles one way.



Has 156 busses.

Restriction: On Route (1) cannot transport passengers locally, in either direction, between Laurel and Maryland-District of Columbia Line or intermediate points, or receive passengers at Bradshaw or Baltimore or intermediate points, destined for Baltimore or Bradshaw or intermediate points.

On Route (2) restricted to interstate business.

On Route (3) cannot transport passengers locally between a point one mile north of Marble Hill and Baltimore, when southbound, or between Baltimore and a point one mile north of Towson, when northbound.

On Route (4) restricted to interstate business between Baltimore and Westminster.

Red Star Lines, Inc.,  
Salisbury, Md.

Routes: Salisbury, Maryland, to Maryland-Delaware State Line at Delmar via U.S. Route No. 13. 7 miles one way.

Cambridge to Maryland-Delaware State Line via East New Market, Hurlock, Williamsburg and Federalsburg. 27.7 miles one way.

Maryland-Delaware State Line near Burrsville to  
Matapeak Pier via Denton, Queen Anne, Wye Mills,  
Queenstown, Grasonville, Chester and Stevensville.

29 miles one way.

Other operations wholly within the State of Md.

Has 27 busses and operations are unrestricted.

The Ridgeley Bus Co., Inc.  
10 N. George St.  
Cumberland, Md.

Routes: Cumberland to Maryland-West Virginia State Line  
near Ridgeley, West Virginia. 3 miles one way.

Maryland-West Virginia State Line near Ridgeley  
West Virginia, to Amcelle, Md., via Cumberland  
and U.S. Route No. 220. 3.5 miles one way.

Has 3 busses and operations are restricted to interstate  
business.

The Short Line, Inc. of Pa.  
212 W. Market St.  
West Chester, Pa.

Routes: Maryland-Pennsylvania State Line to Maryland-  
District of Columbia Line via U.S. Route No. 1  
through Rising Sun and Bel Air to Baltimore,  
thence via U.S. Route No. 40 through Laurel and  
Hyattsville, 76.5 miles one way.

Baltimore to Maryland-Delaware State Line via U.S.  
Route No. 40 through Joppa, Aberdeen and Elkton.  
55 miles one way.

Has 8 busses.



Restrictions: Cannot transport passengers locally in either direction between southwest side of Hyattsville and Baltimore and intermediate points or between Baltimore and intersection of Route No. 1 and road to Stargable's Service Station or intermediate points

Cannot transport passengers locally in either direction between southwest side of Hyattsville and Baltimore and intermediate points or between Baltimore and Maryland-Delaware Line, or intermediate points, via Route No. 40.

Cannot transport passengers locally between Md-District of Columbia Line, Route No. 1 and Southwest side of Hyattsville except to receive and deliver passengers between these points destined to and from Baltimore.

Somerset Bus Co.  
Somerset, Pa.

Route: Maryland-Pennsylvania State Line near Springs, Pennsylvania, to Cumberland via Grantsville and Frostburg. 28 miles one way. Has 6 busses.

Restrictions: Cannot transport passengers locally between Grantsville and Cumberland.

It is interesting to note that none of the bus companies listed on an earlier page as operating in 1922 appear in the above list

of present day operations. Through combinations of small bus companies into single larger companies, all of the early interstate companies have disappeared. It is impossible to trace the development of each of the present day interstate bus companies back to the original lines as mergers and combinations of bus lines have occurred with great frequency throughout the past twenty years.

The Nevin Midland Lines is at the present time reorganizing under section 77B of the National Bankruptcy Act. Most of its present equipment carries the name of the Safeway Trailway Co., but the Nevin Midland Lines holds permits issued by the Maryland Public Service Commission for the operation of passenger busses over the routes set forth in the above list.

INCREASE IN THE NUMBER OF INTERSTATE BUS OPERATIONS  
IN MARYLAND

The list of present interstate bus companies operating in Maryland shows that at the present time there are 23 such companies. This number is relatively much larger than the number operating as of February 1, 1922, which was 5. The Bus Transportation Census of Revenue shows that as of January 1st, 1930 there were only 8 companies doing interstate passenger transportation business in Maryland. Thus it seems that the trend toward interstate bus transportation is increasing, and that during the years 1930 to 1937 this increase has been at a much greater rate than during the years of 1915 to 1930.



## REASONS FOR THE RAPID DEVELOPMENT AND GROWTH OF BUS TRANSPORTATION

Since it is obvious that the bus for long hauls is a means of transportation much inferior to the railroad train, as a bus has no lavatories, smokers, or dining compartments as does a train, and passengers have no room in which to walk about on a bus, the question "What makes people travel in busses?" sometimes arises. In the early stage of bus development people may have taken to busses either because riding in busses was a vogue or because the bus answered a basic need. The latter reason seems the most logical. Throughout the years 1922 to the present time, the bus has definitely been the answer to a basic need, in that it has furnished a means of rapid, safe, direct transportation between widely separated cities not connected by railroads. The reason today for riding busses between parts that are connected by rail is unquestionably that on an average the bus rate is only two thirds as high as the average railroad rate of two cents per mile.

The low cost of bus transportation as compared with other means of transportation is, in the main, responsible for the large number of interstate bus companies operating throughout the country at the present time and which by their operations through the state of Maryland tie important cities in Maryland to cities in widely scattered parts of the United States by a well regulated, interconnected, inclusive, safe system of large scale motor transportation of passengers.



[PUBLIC—No. 255—74TH CONGRESS]

[S. 1629]

AN ACT

To amend the Interstate Commerce Act, as amended, by providing for the regulation of the transportation of passengers and property by motor carriers operating in interstate or foreign commerce, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Interstate Commerce Act, as amended, herein referred to as "Part I", is hereby amended by inserting at the beginning thereof the caption "part I", and by substituting for the words "this Act", wherever they occur, the words "this part", but such part I may continue to be cited as the "Interstate Commerce Act", and said Interstate Commerce Act is hereby further amended by adding the following part II:

"PART II

"SHORT TITLE

"SEC. 201. This part may be cited as the 'Motor Carrier Act, 1935'.

"DECLARATION OF POLICY AND DELEGATION OF JURISDICTION

"SEC. 202. (a) It is hereby declared to be the policy of Congress to regulate transportation by motor carriers in such manner as to recognize and preserve the inherent advantages of, and foster sound economic conditions in, such transportation and among such carriers in the public interest; promote adequate, economical, and efficient service by motor carriers, and reasonable charges therefor, without unjust discriminations, undue preferences or advantages, and unfair or destructive competitive practices; improve the relations between, and coordinate transportation by and regulation of, motor carriers and other carriers; develop and preserve a highway transportation system properly adapted to the needs of the commerce of the United States and of the national defense; and cooperate with the several States and the duly authorized officials thereof and with any organization of motor carriers in the administration and enforcement of this part.

"(b) The provisions of this part apply to the transportation of passengers or property by motor carriers engaged in interstate or foreign commerce and to the procurement of and the provision of facilities for such transportation, and the regulation of such transportation, and of the procurement thereof, and the provision of facilities therefor, is hereby vested in the Interstate Commerce Commission.

"(c) Nothing in this part shall be construed to affect the powers of taxation of the several States or to authorize a motor carrier to



do an intrastate business on the highways of any State, or to interfere with the exclusive exercise by each State of the power of regulation of intrastate commerce by motor carriers on the highways thereof.

#### "DEFINITIONS

"SEC. 203. (a) As used in this part—

"(1) The term 'person' means any individual, firm, copartnership, corporation, company, association, or joint-stock association; and includes any trustee, receiver, assignee, or personal representative thereof.

"(2) The term 'board' or 'State board' means the commission, board, or official (by whatever name designated in the laws of a State) which, under the laws of any State in which any part of the service in interstate or foreign commerce regulated by this part is performed, has or may hereafter have jurisdiction to grant or approve certificates of public convenience and necessity or permits to motor carriers, or otherwise to regulate the business of transportation by motor vehicles, in intrastate commerce over the highways of such State.

"(3) The term 'Commission' means the Interstate Commerce Commission.

"(4) The term 'joint board' means any special board constituted as provided in section 205 of this part.

"(5) The term 'certificate' means a certificate of public convenience and necessity issued under this part to common carriers by motor vehicle.

"(6) The term 'permit' means a permit issued under this part to contract carriers by motor vehicle.

"(7) The term 'license' means a license issued under this part to a broker.

"(8) The term 'State' means any of the several States and the District of Columbia.

"(9) The term 'express company' means any common carrier by express subject to the provisions of part I.

"(10) The term 'interstate commerce' means commerce between any place in a State and any place in another State or between places in the same State through another State, whether such commerce moves wholly by motor vehicle or partly by motor vehicle and partly by rail, express, or water.

"(11) The term 'foreign commerce' means commerce between any place in the United States and any place in a foreign country, or between places in the United States through any foreign country, whether such commerce moves wholly by motor vehicle or partly by motor vehicle and partly by rail, express, or water.

"(12) The term 'highway' means the roads, highways, streets, and ways in any State.

"(13) The term 'motor vehicle' means any vehicle, machine, tractor, trailer, or semitrailer propelled or drawn by mechanical power and used upon the highways in the transportation of passengers or property, but does not include any vehicle, locomotive, or car operated exclusively on a rail or rails.

"(14) The term 'common carrier by motor vehicle' means any person who or which undertakes, whether directly or by a lease or any

other arrangement, to transport passengers or property, or any class or classes of property, for the general public in interstate or foreign commerce by motor vehicle for compensation, whether over regular or irregular routes, including such motor vehicle operations of carriers by rail or water, and of express or forwarding companies, except to the extent that these operations are subject to the provisions of part I.

"(15) The term 'contract carrier by motor vehicle' means any person, not included under paragraph (14) of this section, who or which, under special and individual contracts or agreements, and whether directly or by a lease or any other arrangement, transports passengers or property in interstate or foreign commerce by motor vehicle for compensation.

"(16) The term 'motor carrier' includes both a common carrier by motor vehicle and a contract carrier by motor vehicle.

"(17) The term 'private carrier of property by motor vehicle' means any person not included in the terms 'common carrier by motor vehicle' or 'contract carrier by motor vehicle', who or which transports in interstate or foreign commerce by motor vehicle property of which such person is the owner, lessee, or bailee, when such transportation is for the purpose of sale, lease, rent, or bailment, or in furtherance of any commercial enterprise.

"(18) The term 'broker' means any person not included in the term 'motor carrier' and not a bona fide employee or agent of any such carrier, who or which, as principal or agent, sells or offers for sale any transportation subject to this part, or negotiates for, or holds himself or itself out by solicitation, advertisement, or otherwise as one who sells, provides, furnishes, contracts, or arranges for such transportation.

"(19) The 'services' and 'transportation' to which this part applies include all vehicles operated by, for, or in the interest of any motor carrier irrespective of ownership or of contract, express or implied, together with all facilities and property operated or controlled by any such carrier or carriers and used in the transportation of passengers or property in interstate or foreign commerce or in the performance of any service in connection therewith.

"(20) The term 'interstate operation' means any operation in interstate commerce.

"(21) The term 'foreign operation' means any operation in foreign commerce.

"(b) Nothing in this part, except the provisions of section 204 relative to qualifications and maximum hours of service of employees and safety of operation or standards of equipment shall be construed to include (1) motor vehicles employed solely in transporting school children and teachers to or from school; or (2) taxicabs, or other motor vehicles performing a bona fide taxicab service, having a capacity of not more than six passengers and not operated on a regular route or between fixed termini; or (3) motor vehicles owned or operated by or on behalf of hotels and used exclusively for the transportation of hotel patrons between hotels and local railroad or other common carrier stations; or (4) motor vehicles operated, under authorization, regulation, and control of the Secretary of the Interior, principally for the purpose of transporting persons in and about



the national parks and national monuments; or (4a) motor vehicles controlled and operated by any farmer, and used in the transportation of his agricultural commodities and products thereof, or in the transportation of supplies to his farm; or (4b) motor vehicles controlled and operated by a cooperative association as defined in the Agricultural Marketing Act, approved June 15, 1929, as amended; or (5) trolley busses operated by electric power derived from a fixed overhead wire, furnishing local passenger transportation similar to street-railway service; or (6) motor vehicles used exclusively in carrying livestock, fish (including shell fish), or agricultural commodities (not including manufactured products thereof); or (7) motor vehicles used exclusively in the distribution of newspapers; nor, unless and to the extent that the Commission shall from time to time find that such application is necessary to carry out the policy of Congress enunciated in section 202, shall the provisions of this part, except the provisions of section 204 relative to qualifications and maximum hours of service of employees and safety of operation or standards of equipment apply to: (8) The transportation of passengers or property in interstate or foreign commerce wholly within a municipality or between contiguous municipalities or within a zone adjacent to and commercially a part of any such municipality or municipalities, except when such transportation is under a common control, management, or arrangement for a continuous carriage or shipment to or from a point without such municipality, municipalities, or zone, and provided that the motor carrier engaged in such transportation of passengers over regular or irregular route or routes in interstate commerce is also lawfully engaged in the intrastate transportation of passengers over the entire length of such interstate route or routes in accordance with the laws of each State having jurisdiction; or (9) the casual, occasional, or reciprocal transportation of passengers or property in interstate or foreign commerce for compensation by any person not engaged in transportation by motor vehicle as a regular occupation or business.

#### "GENERAL DUTIES AND POWERS OF THE COMMISSION

"SEC. 204 (a) It shall be the duty of the Commission—

"(1) To regulate common carriers by motor vehicle as provided in this part, and to that end the Commission may establish reasonable requirements with respect to continuous and adequate service, transportation of baggage and express, uniform systems of accounts, records, and reports, preservation of records, qualifications and maximum hours of service of employees, and safety of operation and equipment.

"(2) To regulate contract carriers by motor vehicle as provided in this part, and to that end the Commission may establish reasonable requirements with respect to uniform systems of accounts, records, and reports, preservation of records, qualifications and maximum hours of service of employees, and safety of operation and equipment.

"(3) To establish for private carriers of property by motor vehicle, if need therefor is found, reasonable requirements to promote safety of operation, and to that end prescribe qualifications and maximum hours of service of employees, and standards of equipment. In the

event such requirements are established, the term 'motor carrier' shall be construed to include private carriers of property by motor vehicle in the administration of sections 204 (d) and (e); 205; 220; 221; 222 (a), (b), (d), (f), and (g); and 224.

"(4) To regulate brokers as provided in this part, and to that end the Commission may establish reasonable requirements with respect to licensing, financial responsibility, accounts, records, reports, operations, and practices of any such person or persons.

"(5) For the purpose of carrying out the provisions pertaining to safety, the Commission may avail itself of the assistance of any of the several research agencies of the Federal Government having special knowledge of any such matter, to conduct such scientific and technical researches, investigations, and tests as may be necessary to promote the safety of operation and equipment of motor vehicles as provided in this part; the Commission may transfer to such agency or agencies such funds as may be necessary and available to make this provision effective.

"(6) To administer, execute, and enforce all other provisions of this part, to make all necessary orders in connection therewith, and to prescribe rules, regulations, and procedure for such administration; and

"(7) To inquire into the organization of motor carriers and brokers and into the management of their business, to keep itself informed as to the manner and method in which the same is conducted, and to transmit to Congress, from time to time, such recommendations as to additional legislation relating to such carriers or brokers as the Commission may deem necessary.

"(b) The provisions of any code of fair competition for any industry embracing motor carriers or for any subdivision thereof approved pursuant to the National Industrial Recovery Act or any present or future Act amendatory thereof, or supplementary thereto, or in substitution therefor, which is in conflict or inconsistent with any action under the provisions of this part, shall have no force or effect after this section becomes effective.

"(c) The Commission may from time to time establish such just and reasonable classifications of brokers or of groups of carriers included in the term 'common carrier by motor vehicle', or 'contract carrier by motor vehicle', as the special nature of the services performed by such carriers or brokers shall require; and such just and reasonable rules, regulations, and requirements, consistent with the provisions of this part, to be observed by the carriers or brokers so classified or grouped, as the Commission deems necessary or desirable in the public interest.

"(d) Upon complaint in writing to the Commission by any person, State board, organization, or body politic, or upon its own initiative without complaint, the Commission may investigate whether any motor carrier or broker has failed to comply with any provision of this part, or with any requirement established pursuant thereto. If the Commission, after notice and hearing, finds upon any such investigation that the motor carrier or broker has failed to comply with any such provision or requirement, the Commission shall issue an appropriate order to compel the carrier or broker to comply therewith. Whenever the Commission is of opinion that



any complaint does not state reasonable grounds for investigation and action on its part, it may dismiss such complaint.

"(e) After a decision, order, or requirement has been made by the Commission in any proceeding under this part, any party thereto may make application to the Commission for reconsideration or rehearing of the same, or of any matter determined therein, and it shall be lawful for the Commission in its discretion to grant such reconsideration or a rehearing if sufficient reason therefor be made to appear. Applications for reconsideration or rehearing shall be governed by such general rules as the Commission may prescribe. No such application shall excuse any motor carrier or broker from complying with or obeying any decision, order, or requirement of the Commission, or operate in any manner to stay or postpone the enforcement thereof, without the special order of the Commission. If, after such reconsideration or rehearing, it shall appear that the original decision, order, or requirement is in any respect unjust or unwarranted, the Commission may reverse, change, or modify the same accordingly. Any decision, order, or requirement made after such reconsideration or rehearing shall be subject to the same provisions as an original decision, order, or requirement.

"(f) The provisions of sections 14 and 16 (13) of part I, relating to reports, decisions, schedules, contracts, and other public records, shall apply in the administration of this part.

#### "ADMINISTRATION

"SEC. 205. (a) Excepting a matter which is referred to a joint board as hereinafter provided, any matter arising in the administration of this part requiring a hearing shall be heard and decided by the Commission, or shall, by order of the Commission, be referred to a member or examiner of the Commission for hearing and the recommendation of an appropriate order thereon. With respect to such matter the member or examiner shall have all the rights, duties, powers, and jurisdiction conferred by this part upon the Commission, except that the order recommended by such member or examiner shall be subject to the following provisions of this paragraph. Any order recommended by the member or examiner with respect to such matter shall be in writing and be accompanied by the reasons therefor, and shall be filed with the Commission. Copies of such recommended order shall be served upon the persons specified in paragraph (f), who may file exceptions thereto, but if no exceptions are filed within 20 days after service upon such persons, or within such further period as the Commission may authorize, such recommended order shall become the order of the Commission and become effective, unless within such period the order is stayed or postponed by the Commission. Where exceptions are filed as herein provided it shall be the duty of the Commission to consider the same and, if sufficient reason appears therefor, the Commission shall grant such review or make such orders or hold or authorize such further hearings or proceedings in the premises as may be necessary or proper to carry out the purposes of this part, or the Commission may, on its own motion, review any such matter and take action thereon as if exceptions thereto had been

filed. The Commission, after review upon the same record or as supplemented by a further hearing, shall decide the matter and make appropriate order thereon.

"(b) The Commission shall, when operations of motor carriers or brokers conducted or proposed to be conducted involve not more than three States, and the Commission may, in its discretion, when operations of motor carriers or brokers conducted or proposed to be conducted involve more than three States, refer to a joint board for appropriate proceedings thereon, any of the following matters arising in the administration of this part with respect to such operations: Applications for certificates, permits, or licenses; the suspension, change, or revocation of such certificates, permits, or licenses; applications for the approval and authorization of consolidations, mergers, and acquisitions of control or operating contracts; complaints as to violations by motor carriers or brokers of the requirements established under section 204 (a); and complaints as to rates, fares, and charges of motor carriers or the practices of brokers: *Provided, however,* That if the Commission is prevented by legal proceedings from referring a matter to a joint board, it may determine such matter as provided in paragraph (a) of this section. The Commission, in its discretion, may also refer to a joint board any investigation and suspension proceeding or other matter not specifically mentioned above which may arise under this part. The joint board to which any such matter is referred shall be composed solely of one member from each State within which the motor-carrier or brokerage operations involved in such matter are or are proposed to be conducted: *Provided,* That the Commission may designate an examiner or examiners to advise with and assist the joint board under such rules and regulations as it may prescribe. In acting upon matters so referred joint boards shall be vested with the same rights, duties, powers, and jurisdiction as are hereinbefore vested in members or examiners of the Commission while acting under its orders in the administration of this part. Orders recommended by joint boards shall be filed with the Commission, and shall become orders of the Commission and become effective in the same manner, and shall be subject to the same procedure, as provided in the case of orders recommended by members or examiners under this section.

"(c) Whenever there arises in the administration of this part any matter that the Commission is required to refer to a joint board, or that the Commission determines, in its discretion, to refer to a joint board, the Commission shall, if no joint board eligible to consider said matter is in existence, create a joint board to consider the matter when referred, and to recommend appropriate order thereon. The Commission shall prescribe rules governing meetings and procedure of joint boards and may, in the event of legal proceedings preventing reference to a joint board, determine the matter as provided in paragraph (a) of this section. Except as hereinafter provided, a joint board shall consist of a member from each State in which the motor carrier or brokerage operations involved are or are proposed to be conducted. The member from any such State shall be nominated by the board of such State from its own membership or otherwise; or if there is no board in such State or if the



board of such State fails to make a nomination when requested by the Commission, then the Governor of such State may nominate such member. The Commission is authorized to appoint as a member upon the joint board any such nominee approved by it. If both the Board and the Governor of any State shall fail to nominate a joint board member when requested, then the joint board shall be constituted without a member from such State, if members for two or more States shall have been nominated and approved by the Commission. All decisions and recommendations by joint boards shall be by majority vote. If the board of each State from which a member of a joint board is entitled to be appointed shall waive action on any matter referred to such joint board, or if any joint board fails or refuses to act, or is unable to agree upon any matter submitted to it within forty-five days after the matter is referred to it or such other period as the Commission may authorize, or if a member shall not be nominated for more than one State (except only when the operations proposed shall be into or through territory foreign to the United States), then such matter shall be decided as in the case of any matter not required to be referred to a joint board. When any proceeding required to be referred to a joint board shall involve operations of a motor carrier conducted or proposed to be conducted into or through territory foreign to the United States, if a single State shall be involved, or if only one State shall make nomination of a joint board member through its Governor or State board, then the Commission, in such case, may receive from that State the nomination of not more than three members and may appoint such nominees to constitute the joint board. Members of joint boards when administering the provisions of this part shall receive such allowances for travel and subsistence expenses as the Commission shall provide. A joint board shall continue in existence for the consideration of matters referred to it by the Commission until such time as its existence may be terminated by the Commission. A substitution of membership upon a joint board from any State may be made at any time by nomination and appointment in the same manner as an original nomination and appointment.

"(d) Where practicable and as the Commission may by rule or order direct, hearings by any member, examiner, or joint board upon any matter referred to him or to such board shall be held at such places within the United States as are convenient to the parties.

"(e) So far as may be necessary for the purposes of this part, the Commission and the members and examiners thereof and joint boards shall have the same power to administer oaths, and require by subpoena the attendance and testimony of witnesses and the production of books, papers, tariffs, contracts, agreements, and documents, and to take testimony by deposition, relating to any matter under investigation, as the Commission has in a matter arising under part I; and any person subpoenaed or testifying in connection with any matter under investigation under this part shall have the same rights, privileges, and immunities and be subject to the same duties, liabilities, and penalties as though such matter arose under part I, unless otherwise provided in this part.

"(f) In accordance with rules prescribed by the Commission, reasonable notice shall be afforded, in connection with any proceeding

under this part, to interested parties and to the board of any State, or to the governor if there be no board, in which the motor-carrier operations involved in the proceeding are or are proposed to be conducted, and opportunity for hearing and for intervention in connection with any such proceeding shall be afforded to all interested parties.

"(g) The Commission is authorized to confer with or to hold joint hearings with any authorities of any State in connection with any matter arising in any proceedings under this part. The Commission is also authorized to avail itself of the cooperation, services, records, and facilities of such State authorities as fully as may be practicable, in the enforcement or administration of any provision of this part. From any space in the Interstate Commerce Commission Building not required by the Commission, the Government authority controlling the allocation of space in public buildings shall assign for the use of the national organization of the State commissions and of their representatives suitable office space and facilities which shall be at all times available for the use of joint boards created under this part and for members and representatives of such boards cooperating with the Commission or with any other Federal commission or department under this or any other Act; and if there be no such suitable space in the Interstate Commerce Commission Building, the same shall be assigned in some other building in convenient proximity thereto.

"(h) Any final order made under this part shall be subject to the same right of relief in court by any party in interest as is now provided in respect to orders of the Commission made under part I: *Provided*, That, where the Commission, in respect of any matter arising under this part, shall have issued a negative order solely because of a supposed lack of power, any such party in interest may file a bill of complaint with the appropriate District Court of the United States, convened under the Urgent Deficiency Appropriations Act, October 22, 1913, and such court, if it determines that the Commission has such power, may enforce by writ of mandatory injunction the Commission's taking of jurisdiction.

"(i) All the provisions of section 17 of part I shall apply to all proceedings under this part.

"(j) No member or examiner of the Commission or member of a joint board shall hold any official relation to, or own any securities of, or be in any manner pecuniarily interested in, any motor carrier or in any carrier by railroad, water, or other form of transportation.

"(k) The Commission is authorized to employ, and to fix the compensation of, such experts, assistants, special agents, examiners, attorneys, and other employees as in its judgment may be necessary or advisable for the convenience of the public and for the effective administration of this part.

#### "APPLICATION FOR CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

"SEC. 206. (a) No common carrier by motor vehicle subject to the provisions of this part shall engage in any interstate or foreign operation on any public highway, or within any reservation under the exclusive jurisdiction of the United States, unless there is in force



with respect to such carrier a certificate of public convenience and necessity issued by the Commission authorizing such operations: *Provided, however,* That, subject to section 210, if any such carrier or predecessor in interest was in bona fide operation as a common carrier by motor vehicle on June 1, 1935, over the route or routes or within the territory for which application is made and has so operated since that time, or if engaged in furnishing seasonal service only, was in bona fide operation on June 1, 1935, during the season ordinarily covered by its operation, except in either instance as to interruptions of service over which the applicant or its predecessor in interest had no control, the Commission shall issue such certificate without requiring further proof that public convenience and necessity will be served by such operation, and without further proceedings, if application for such certificate is made to the Commission as provided in paragraph (b) of this section and within one hundred and twenty days after this section shall take effect, and if such carrier was registered on June 1, 1935, under any code of fair competition requiring registration, the fact of registration shall be evidence of bona fide operation to be considered in connection with the issuance of such certificate. Otherwise the application for such certificate shall be decided in accordance with the procedure provided for in section 207 (a) of this part and such certificate shall be issued or denied accordingly. Pending the determination of any such application the continuance of such operation shall be lawful: *And provided further,* That this paragraph shall not be so construed as to require any such carrier lawfully engaged in operation solely within any State to obtain from the Commission a certificate authorizing the transportation by such carrier of passengers or property in interstate or foreign commerce between places within such State if there be a board in such State having authority to grant or approve such certificates and if such carrier has obtained such certificate from such board. Such transportation shall, however, be otherwise subject to the jurisdiction of the Commission under this part.

"(b) Application for certificates shall be made in writing to the Commission, be verified under oath, and shall be in such form and contain such information and be accompanied by proof of service upon such interested parties as the Commission shall, by regulation, require. Any person, not included within the provisions of paragraph (a) of this section, who or which is engaged in transportation in interstate or foreign commerce as a common carrier by motor vehicle when this section takes effect may continue such operation for a period of one hundred and twenty days thereafter without a certificate and, if application for such certificate is made to the Commission within such period, the carrier may, under such regulations as the Commission shall prescribe, continue such operation until otherwise ordered by the Commission.

#### "ISSUANCE OF CERTIFICATE

"SEC. 207. (a) Subject to section 210, a certificate shall be issued to any qualified applicant therefor, authorizing the whole or any part of the operations covered by the application, if it is found that the applicant is fit, willing, and able properly to perform the service proposed and to conform to the provisions of this part and the

requirements, rules, and regulations of the Commission thereunder, and that the proposed service, to the extent to be authorized by the certificate, is or will be required by the present or future public convenience and necessity; otherwise such application shall be denied: *Provided, however,* That no such certificate shall be issued to any common carrier of passengers by motor vehicle for operations over other than a regular route or routes, and between fixed termini, except as such carriers may be authorized to engage in special or charter operations.

"(b) No certificate issued under this part shall confer any proprietary or property rights in the use of the public highways.

#### "TERMS AND CONDITIONS OF CERTIFICATE

"SEC. 208. (a) Any certificate issued under section 206 or 207 shall specify the service to be rendered and the routes over which, the fixed termini, if any, between which, and the intermediate and off-route points, if any, at which, and in case of operations not over specified routes or between fixed termini, the territory within which, the motor carrier is authorized to operate; and there shall, at the time of issuance and from time to time thereafter, be attached to the exercise of the privileges granted by the certificate such reasonable terms, conditions, and limitations as the public convenience and necessity may from time to time require, including terms, conditions, and limitations as to the extension of the route or routes of the carrier, and such terms and conditions as are necessary to carry out, with respect to the operations of the carrier, the requirements established by the Commission under section 204 (a) (1) and (6): *Provided, however,* That no terms, conditions, or limitations shall restrict the right of the carrier to add to his or its equipment and facilities over the routes, between the termini, or within the territory specified in the certificate, as the development of the business and the demands of the public shall require.

"(b) A common carrier by motor vehicle operating under any such certificate may occasionally deviate from the route over which, and/or the fixed termini between which, it is authorized to operate under the certificate, under such general or special rules and regulations as the Commission may prescribe.

"(c) Any common carrier by motor vehicle transporting passengers under a certificate issued under this part may transport in interstate or foreign commerce to any place special or chartered parties under such rules and regulations as the Commission shall have prescribed.

"(d) A certificate for the transportation of passengers may include authority to transport in the same vehicle with the passengers, newspapers, baggage of passengers, express, or mail, or to transport baggage of passengers in a separate vehicle.

#### "PERMITS FOR CONTRACT CARRIERS BY MOTOR VEHICLE

"SEC. 209. (a) No person shall engage in the business of a contract carrier by motor vehicle in interstate or foreign commerce on any public highway or within any reservation under the exclusive jurisdiction of the United States unless there is in force with respect to



such carrier a permit issued by the Commission, authorizing such person to engage in such business: *Provided*, That, subject to section 210, if any such carrier or a predecessor in interest was in bona fide operation as a contract carrier by motor vehicle on July 1, 1935, over the route or routes or within the territory for which application is made and has so operated since that time, or, if engaged in furnishing seasonal service, only, was in bona fide operation on July 1, 1935, during the season ordinarily covered by its operations, except in either instance as to interruptions of service over which the applicant or its predecessor in interest had no control, the Commission shall issue such permit, without further proceedings, if application for such permit is made to the Commission as provided in paragraph (b) of this section and within one hundred and twenty days after this section shall take effect and if such carrier was registered on July 1, 1935, under any code of fair competition requiring registration, the fact of registration shall be evidence of bona fide operation to be considered in connection with the issuance of such permit. Otherwise the application for such permit shall be decided in accordance with the procedure provided for in paragraph (b) of this section and such permit shall be issued or denied accordingly. Pending determination of any such application the continuance of such operation shall be lawful. Any person, not included within the foregoing provisions of this paragraph, who or which is engaged in transportation as a contract carrier by motor vehicle when this section takes effect, may continue such operation for a period of one hundred and twenty days thereafter without a permit and, if application for such permit is made within such period, the carrier may, under such regulations as the Commission shall prescribe, continue such operation until otherwise ordered by the Commission: *Provided further*, That nothing in this part shall be construed to repeal, amend, or otherwise modify any Act or Acts relating to national parks and national monuments under the administrative jurisdiction of the Secretary of the Interior, or to withdraw such authority or control as may by law be held by the Secretary of the Interior with respect to the admission and operation of motor vehicles in any national park or national monument of the United States.

"(b) Applications for such permits shall be made to the Commission in writing, be verified under oath, and shall be in such form and contain such information and be accompanied by proof of service upon such interested parties as the Commission may, by regulations, require. Subject to section 210, a permit shall be issued to any qualified applicant therefor authorizing in whole or in part the operations covered by the application, if it appears from the applications or from any hearing held thereon, that the applicant is fit, willing, and able properly to perform the service of a contract carrier by motor vehicle, and to conform to the provisions of this part and the lawful requirements, rules, and regulations of the Commission thereunder, and that the proposed operation, to the extent authorized by the permit, will be consistent with the public interest and the policy declared in section 202 (a) of this part; otherwise such application shall be denied. The Commission shall specify in the permit the business of the contract carrier covered thereby and the scope thereof

and shall attach to it, at the time of issuance, and from time to time thereafter, such reasonable terms, conditions, and limitations consistent with the character of the holder as a contract carrier as are necessary to carry out, with respect to the operations of such carrier, the requirements established by the Commission under section 204 (a) (2) and (6): *Provided, however*, That no terms, conditions, or limitations shall restrict the right of the carrier to substitute or add contracts within the scope of the permit, or to add to his or its equipment and facilities, within the scope of the permit, as the development of the business and the demands of the public may require.

#### " DUAL OPERATION

"SEC. 210. No person, after January 1, 1936, shall at the same time hold under this part a certificate as a common carrier and a permit as a contract carrier authorizing operation for the transportation of property by motor vehicle over the same route or within the same territory, unless for good cause shown the Commission shall find that such certificate and permit may be held consistently with the public interest and with the policy declared in section 202 (a) of this part.

#### " BROKERAGE LICENSES

"SEC. 211. (a) No person shall for compensation sell or offer for sale transportation subject to this part or shall make any contract, agreement, or arrangement to provide, procure, furnish, or arrange for such transportation or shall hold himself or itself out by advertisement, solicitation, or otherwise as one who sells, provides, procures, contracts, or arranges for such transportation, unless such person holds a broker's license issued by the Commission to engage in such transactions: *Provided, however*, That no such person shall engage in transportation subject to this part unless he holds a certificate or permit as provided in this part. In the execution of any contract, agreement, or arrangement to sell, provide, procure, furnish, or arrange for such transportation, it shall be unlawful for such person to employ any carrier by motor vehicle who or which is not the lawful holder of an effective certificate or permit issued as provided in this part: *And provided further*, That the provisions of this paragraph shall not apply to any carrier holding a certificate or a permit under the provisions of this part or to any bona fide employee or agent of such motor carrier, so far as concerns transportation to be furnished wholly by such carrier or jointly with other motor carriers holding like certificates or permits, or with a common carrier by railroad, express, or water.

"(b) A brokerage license shall be issued to any qualified applicant therefor, authorizing the whole or any part of the operations covered by the application, if it is found that the applicant is fit, willing, and able properly to perform the service proposed and to conform to the provisions of this part and the requirements, rules, and regulations of the Commission thereunder, and that the proposed service, to the extent to be authorized by the license, is, or will be consistent with the public interest and the policy declared in section 202 (a) of this part; otherwise such application shall be denied.



Any broker in operation when this section takes effect may continue such operation for a period of one hundred and twenty days thereafter without a license, and if application for such license is made within such period, the broker may, under such regulations as the Commission shall prescribe, continue such operations until otherwise ordered by the Commission.

"(c) The Commission shall prescribe reasonable rules and regulations for the protection of travelers or shippers by motor vehicle, to be observed by any person holding a brokerage license, and no such license shall be issued or remain in force unless such person shall have furnished a bond or other security approved by the Commission, in such form and amount as will insure financial responsibility and the supplying of authorized transportation in accordance with contracts, agreements, or arrangements therefor.

"(d) The Commission and its special agents and examiners shall have the same authority as to accounts, reports, and records, including inspection and preservation thereof, of any person holding a brokerage license issued under the provisions of this section, that they have under this part with respect to motor carriers subject thereto.

"SUSPENSION, CHANGE, REVOCATION, AND TRANSFER OF CERTIFICATES, PERMITS, AND LICENSES

"SEC. 212. (a) Certificates, permits, and licenses shall be effective from the date specified therein, and shall remain in effect until terminated as herein provided. Any such certificate, permit, or license may, upon application of the holder thereof, in the discretion of the Commission, be amended or revoked, in whole or in part, or may upon complaint, or on the Commission's own initiative, after notice and hearing, be suspended, changed, or revoked, in whole or in part, for willful failure to comply with any provision of this part, or with any lawful order, rule, or regulation of the Commission promulgated thereunder, or with any term, condition, or limitation of such certificate, permit, or license: *Provided, however*, That no such certificate, permit, or license shall be revoked (except upon application of the holder) unless the holder thereof willfully fails to comply, within a reasonable time, not less than ninety days, to be fixed by the Commission, with a lawful order of the Commission, made as provided in section 204 (d), commanding obedience to the provision of this part, or to the rule or regulation of the Commission thereunder, or to the term, condition, or limitation of such certificate, permit, or license, found by the Commission to have been violated by such holder.

"(b) Except as provided in section 213, any certificate or permit may be transferred, pursuant to such rules and regulations as the Commission may prescribe.

"CONSOLIDATION, MERGER, AND ACQUISITION OF CONTROL

"SEC. 213. (a) It shall be lawful, under the conditions specified below, but under no other conditions, for two or more motor carriers which are not also carriers by railroad to consolidate or merge their properties, or any part thereof, into one corporation for the ownership, management, and/or operation of the properties theretofore

in separate ownership; or for any such motor carrier or two or more such carriers jointly, to purchase, lease, or contract to operate the properties, or any part thereof, of another such carrier; or for any such motor carrier or two or more such carriers jointly, to acquire control of another such carrier through purchase of its stock; or for a person which is not a motor carrier or a carrier by railroad, or express, or water to acquire control of two or more motor carriers through ownership of their stock; or for any such person which has control of one or more motor carriers to acquire control of another such carrier through ownership of its stock; or for a carrier by railroad, express, or water to consolidate, or merge with, or acquire control of, any motor carrier or to purchase, lease, or contract to operate its properties, or any part thereof.

"(1) Whenever a consolidation, merger, purchase, lease, operating contract, or acquisition of control is proposed under this section, the carrier or carriers or the person seeking authority therefor shall present an application to the Commission, and thereupon the Commission shall notify the Governor of each State in which any part of the properties or operations of the carriers involved in the proposed transaction is situated, and also such carriers and the applicant or applicants, and other parties known to have a substantial interest in the proceeding of the time and place for a public hearing. If after such hearing the Commission finds that the transaction proposed will be consistent with the public interest and that the conditions of this section have been or will be fulfilled, it may enter an order approving and authorizing such consolidation, merger, purchase, lease, operating contract, or acquisition of control, upon such terms and conditions as it shall find to be just and reasonable and with such modifications as it may prescribe: *Provided, however*, That if a carrier other than a motor carrier is an applicant, or any person which is controlled by such a carrier other than a motor carrier or affiliated therewith within the meaning of section 5 (8) of part I, the Commission shall not enter such an order unless it finds that the transaction proposed will promote the public interest by enabling such carrier other than a motor carrier to use service by motor vehicle to public advantage in its operations and will not unduly restrain competition.

"(2) Whenever a person which is not a motor carrier is authorized, by an order entered under subparagraph (1) of this section, to acquire control of any such carrier or of two or more such carriers, such person thereafter shall, to the extent provided by the Commission, for the purposes of section 204 (a) (1), and section 220 (a) and (b), relating to accounts, records, and reports, and to the inspection of facilities and records, including the penalties applicable in the case of violations thereof, be subject to the provisions of this part.

"(b) (1) It shall be unlawful for any person, except as provided in paragraph (a), to accomplish or effectuate, or to participate in accomplishing or effectuating, the control or management in a common interest of any two or more motor carriers which are not also carriers by railroad, however such result is attained, whether directly or indirectly, by use of common directors, officers, or stockholders, a holding or investment company or companies, a voting trust or



trusts, or in any other manner whatsoever. It shall be unlawful to continue to maintain control or management accomplished or effectuated after the enactment of this part and in violation of this paragraph. As used in this paragraph, the words "control or management" shall be construed to include the power to exercise control or management.

"(2) The Commission is hereby authorized, upon complaint or upon its own initiative without complaint, but after notice and hearing, to investigate and determine whether any person is violating the provisions of paragraph (b) (1) of this section. If the Commission finds after such investigation that such person is violating the provisions of such paragraph, it shall by order require such person to take such action consistent with the provisions of this part as may be necessary, in the opinion of the Commission, to prevent further violation of such provisions.

"(3) For the purposes of this section, wherever reference is made to control, it is immaterial whether such control is direct or indirect.

"(c) The district courts of the United States shall have jurisdiction upon the application of the Commission, alleging a violation of any of the provisions of this section or disobedience of any order issued by the Commission thereunder by any person, to issue such writs of injunction or other proper process, mandatory or otherwise, as may be necessary to restrain such person from violation of such provision or to compel obedience to such order.

"(d) The Commission may from time to time, for good cause shown, make such orders, supplemental to any order made under paragraphs (a) or (b), as it may deem necessary or appropriate.

"(e) Except where a carrier other than a motor carrier is an applicant or any person which is controlled by such a carrier or carriers by railroad or affiliated therewith within the meaning of section 5 (8) of part I, the provisions of this section requiring authority from the Commission for consolidation, merger, purchase, lease, operating contract, or acquisition of control shall not apply where the total number of motor vehicles involved is not more than twenty.

"(f) The carriers and any person affected by any order made under the foregoing provisions of this section shall be, and they are hereby, relieved from the operation of the 'antitrust laws', as designated in section 1 of the Act entitled 'An Act to supplement existing laws against unlawful restraints, and monopolies, and for other purposes', approved October 15, 1914, and of all other restraints or prohibitions by or imposed under authority of law, State or Federal, insofar as may be necessary to enable them to do anything authorized or required by such order.

#### "ISSUANCE OF SECURITIES

"SEC. 214. Common or contract carriers by motor vehicle, corporations organized for the purpose of engaging in transportation as such carriers, and corporations authorized by order entered under section 213 (a) (1) to acquire control of any such carrier, or of two or more such carriers, shall be subject to the provisions of paragraphs 2 to 11, inclusive, of section 20a of part I of this Act (including penalties applicable in cases of violations thereof): *Provided, however,* That said provisions shall not apply to such

carriers or corporations where the par value of the securities to be issued, together with the par value of the securities then outstanding, does not exceed \$500,000. In the case of securities having no par value, the par value for the purpose of this section shall be the fair market value as of the date of their issue: *Provided further,* That the exemption in section 3 (a) (6) of the 'Securities Act, 1933' is hereby amended to read as follows: '(6) Any security issued by a common or contract carrier, the issuance of which is subject to the provisions of section 20a of the Interstate Commerce Act, as amended;'

#### "SECURITY FOR THE PROTECTION OF THE PUBLIC

"SEC. 215. No certificate or permit shall be issued to a motor carrier or remain in force, unless such carrier complies with such reasonable rules and regulations as the Commission shall prescribe governing the filing and approval of surety bonds, policies of insurance, qualifications as a self-insurer or other securities or agreements, in such reasonable amount as the Commission may require, conditioned to pay, within the amount of such surety bonds, policies of insurance, qualifications as a self-insurer or other securities or agreements, any final judgment recovered against such motor carrier for bodily injuries to or the death of any person resulting from the negligent operation, maintenance, or use of motor vehicles under such certificate or permit, or for loss or damage to property of others. The Commission may, in its discretion and under such rules and regulations as it shall prescribe, require any such common carrier to file a surety bond, policies of insurance, qualifications as a self-insurer, or other securities or agreements, in a sum to be determined by the Commission, to be conditioned upon such carrier making compensation to shippers and/or consignees for all property belong<sup>1</sup> to shippers and/or consignees, and coming into the possession of such carrier in connection with its transportation service. Any carrier which may be required by law to compensate a shipper and/or consignee for any loss, damage, or default for which a connecting motor common carrier is legally responsible shall be subrogated to the rights of such shipper and/or consignee under any such bond, policies of insurance, or other securities or agreements, to the extent of the sum so paid.

#### "RATES, FARES, AND CHARGES OF COMMON CARRIERS BY MOTOR VEHICLE

"SEC. 216. (a) It shall be the duty of every common carrier of passengers by motor vehicle to establish reasonable through routes with other such common carriers and to provide safe and adequate service, equipment, and facilities for the transportation of passengers in interstate or foreign commerce; to establish, observe, and enforce just and reasonable individual and joint rates, fares, and charges, and just and reasonable regulations and practices relating thereto, and to the issuance, form, and substance of tickets, the carrying of personal, sample, and excess baggage, the facilities for transportation, and all other matters relating to or connected with the transportation of passengers in interstate or foreign commerce; and in case of such joint rates, fares, and charges, to establish just, reason-

<sup>1</sup> So in original.



able, and equitable divisions thereof as between the carriers participating therein which shall not unduly prefer or prejudice any of such participating carriers.

"(b) It shall be the duty of every common carrier of property by motor vehicle to provide safe and adequate service, equipment, and facilities for the transportation of property in interstate or foreign commerce; to establish, observe, and enforce just and reasonable rates, charges, and classifications, and just and reasonable regulations and practices relating thereto and to the manner and method of presenting, marking, packing, and delivering property for transportation, the facilities for transportation, and all other matters relating to or connected with the transportation of property in interstate or foreign commerce.

"(c) Common carriers of property by motor vehicle may establish reasonable through routes and joint rates, charges, and classifications with other such carriers or with common carriers by railroad and/or express and/or water; and common carriers of passengers by motor vehicle may establish reasonable through routes and joint rates, fares, or charges with common carriers by railroad and/or water. In case of such joint rates, fares, or charges it shall be the duty of the carriers parties thereto to establish just and reasonable regulations and practices in connection therewith, and just, reasonable, and equitable divisions thereof as between the carriers participating therein which shall not unduly prefer or prejudice any of such participating carriers.

"(d) It shall be unlawful for any common carrier by motor vehicle engaged in interstate or foreign commerce to make, give, or cause any undue or unreasonable preference or advantage to any particular person, port, gateway, locality, or description of traffic in any respect whatsoever, or to subject any particular person, port, gateway, locality, or description of traffic to any unjust discrimination or any undue or unreasonable prejudice or disadvantage in any respect whatsoever: *Provided, however*, That this paragraph shall not be construed to apply to discriminations, prejudice or disadvantage to the traffic of any other carrier of whatever description.

"(e) Any person, State board, organization, or body politic may make complaint in writing to the Commission that any such rate, fare, charge, classification, rule, regulation, or practice, in effect or proposed to be put into effect, is or will be in violation of this section or of section 217. Whenever, after hearing, upon complaint or in an investigation on its own initiative, the Commission shall be of the opinion that any individual or joint rate, fare, or charge, demanded, charged, or collected by any common carrier or carriers by motor vehicle or by any common carrier or carriers by motor vehicle in conjunction with any common carrier or carriers by railroad and/or express, and/or water for transportation in interstate or foreign commerce, or any classification, rule, regulation, or practice whatsoever of such carrier or carriers affecting such rate, fare, or charge or the value of the service thereunder, is or will be unjust or unreasonable, or unjustly discriminatory or unduly preferential or unduly prejudicial, it shall determine and prescribe the lawful rate, fare, or charge or the maximum or minimum, or maximum and minimum rate, fare, or charge thereafter to be

observed, or the lawful classification, rule, regulation, or practice thereafter to be made effective and the Commission shall, whenever deemed by it to be necessary or desirable in the public interest, after hearing, upon complaint or upon its own initiative without a complaint, establish through routes and joint rates, fares, charges, regulations, or practices, applicable to the transportation of passengers by common carriers by motor vehicle, or the maxima or minima, or maxima and minima, to be charged, and the terms and conditions under which such through routes shall be operated: *Provided, however*, That nothing in this part shall empower the Commission to prescribe, or in any manner regulate, the rate, fare, or charge for intrastate transportation, or for any service connected therewith, for the purpose of removing discrimination against interstate commerce or for any other purpose whatever.

"(f) Whenever, after hearing, upon complaint or upon its own initiative, the Commission is of opinion that the divisions of joint rates, fares, or charges, applicable to the transportation in interstate or foreign commerce of passengers or property by common carriers by motor vehicle or by such carriers in conjunction with common carriers by railroad and/or express, and/or water are or will be unjust, unreasonable, inequitable, or unduly preferential or prejudicial as between the carriers parties thereto (whether agreed upon by such carriers, or any of them, or otherwise established), the Commission shall by order prescribe the just, reasonable, and equitable divisions thereof to be received by the several carriers, and in cases where the joint rate, fare, or charge was established pursuant to a finding or order of the Commission and the divisions thereof are found by it to have been unjust, unreasonable, or inequitable, or unduly preferential or prejudicial, the Commission may also by order determine what would have been the just, reasonable, and equitable divisions thereof to be received by the several carriers, and require adjustment to be made in accordance therewith. The order of the Commission may require the adjustment of divisions between the carriers, in accordance with the order, from the date of filing the complaint or entry of order of investigation or such other date subsequent as the Commission finds justified and, in the case of joint rates prescribed by the Commission, the order as to divisions may be made effective as a part of the original order.

"(g) Whenever there shall be filed with the Commission any schedule stating a new individual or joint rate, fare, charge, or classification for the transportation of passengers or property by a common carrier or carriers by motor vehicle, or by any such carrier or carriers in conjunction with a common carrier or carriers by railroad and/or express, and/or water in interstate or foreign commerce, or any rule, regulation, or practice affecting such rate, fare, or charge, or the value of the service thereunder, the Commission is hereby authorized and empowered upon complaint of any interested party or upon its own initiative at once and, if it so orders, without answer or other formal pleading by the interested carrier or carriers, but upon reasonable notice, to enter upon a hearing concerning the lawfulness of such rate, fare, or charge, or such rule, regulation, or practice, and pending such hearing and the decision thereon the Commission, by filing with such schedule and



delivering to the carrier or carriers affected thereby a statement in writing of its reasons for such suspension, may suspend the operation of such schedule and defer the use of such rate, fare, or charge, or such rule, regulation, or practice, for a period of ninety days and if the proceeding has not been concluded and a final order made within such period the Commission may, from time to time, extend the period of suspension by order, but not for a longer period in the aggregate than one hundred and eighty days beyond the time when it would otherwise go into effect; and after hearing, whether completed before or after the rate, fare, charge, classification, rule, regulation, or practice goes into effect, the Commission may make such order with reference thereto as would be proper in a proceeding instituted after it had become effective. If the proceeding has not been concluded and an order made within the period of suspension, the proposed change of rate, fare, or charge, or classification, rule, regulation, or practice, shall go into effect at the end of such period: *Provided*, That this paragraph shall not apply to any initial schedule or schedules filed by any such carrier in bona fide operation when this section takes effect.

"(h) In any proceeding to determine the justness or reasonableness of any rate, fare, or charge of any such carrier, there shall not be taken into consideration or allowed as evidence or elements of value of the property of such carrier, either good will, earning power, or the certificate under which such carrier is operating; and in applying for and receiving a certificate under this part any such carrier shall be deemed to have agreed to the provisions of this paragraph, on its own behalf and on behalf of all transferees of such certificate.

"(i) In the exercise of its power to prescribe just and reasonable rates for the transportation of passengers or property by common carriers by motor vehicle the Commission shall give due consideration, among other factors, to the inherent advantages of transportation by such carriers to the effect of rates upon the movement of traffic by such carriers; to the need, in the public interest, of adequate and efficient transportation service by such carriers at the lowest cost consistent with the furnishing of such service; and to the need of revenues sufficient to enable such carriers, under honest, economical, and efficient management, to provide such service.

"(j) Nothing in this section shall be held to extinguish any remedy or right of action not inconsistent herewith.

#### "TARIFFS OF COMMON CARRIERS BY MOTOR VEHICLE

"SEC. 217. (a) Every common carrier by motor vehicle shall file with the Commission, and print, and keep open to public inspection, tariffs showing all the rates, fares, and charges for transportation, and all services in connection therewith, of passengers or property in interstate or foreign commerce between points on its own route and between points on its own route and points on the route of any other such carrier, or on the route of any common carrier by railroad and/or express and/or water, when a through route and joint rate shall have been established. Such rates, fares, and charges shall be stated in terms of lawful money of the United States. The tariffs

required by this section shall be published, filed, and posted in such form and manner, and shall contain such information, as the Commission by regulations shall prescribe; and the Commission is authorized to reject any tariff filed with it which is not in consonance with this section and with such regulations. Any tariff so rejected by the Commission shall be void and its use shall be unlawful.

"(b) No common carrier by motor vehicle shall charge or demand or collect or receive a greater or less or different compensation for transportation or for any service in connection therewith between the points enumerated in such tariff than the rates, fares, and charges specified in the tariffs in effect at the time; and no such carrier shall refund or remit in any manner or by any device, directly or indirectly, or through any agent or broker or otherwise, any portion of the rates, fares, or charges so specified, or extend to any person any privileges or facilities for transportation in interstate or foreign commerce except such as are specified in its tariffs: *Provided*, That the provisions of sections 1 (7) and 22 (1) of part I shall apply to common carriers by motor vehicles subject to this part.

"(c) No change shall be made in any rate, fare, charge, or classification, or any rule, regulation, or practice affecting such rate, fare, charge, or classification, or the value of the service thereunder, specified in any effective tariff of a common carrier by motor vehicle, except after 30 days' notice of the proposed change filed and posted in accordance with paragraph (a) of this section. Such notice shall plainly state the change proposed to be made and the time when such change will take effect. The Commission may, in its discretion and for good cause shown, allow such change upon notice less than that herein specified or modify the requirements of this section with respect to posting and filing of tariffs either in particular instances or by general order applicable to special or peculiar circumstances or conditions.

"(d) No common carrier by motor vehicle, unless otherwise provided by this part, shall engage in the transportation of passengers or property unless the rates, fares, and charges upon which the same are transported by said carrier have been filed and published in accordance with the provisions of this part.

#### "SCHEDULES OF CONTRACT CARRIERS BY MOTOR VEHICLE

"SEC. 218. (a) It shall be the duty of every contract carrier by motor vehicle to file with the Commission, publish, and keep open for public inspection, in the form and manner prescribed by the Commission, schedules or, in the discretion of the Commission, copies of contracts containing the minimum charges of such carrier for the transportation of passengers or property in interstate or foreign commerce, and any rule, regulation, or practice affecting such charges and the value of the service thereunder. No such contract carrier, unless otherwise provided by this part, shall engage in the transportation of passengers or property in interstate or foreign commerce unless the minimum charges for such transportation by said carrier have been published, filed, and posted in accordance with the provisions of this part. No reduction shall be made in any such charge either directly or by means of any change in any rule, regula-



tion, or practice affecting such charge or the value of service thereunder, except after thirty days' notice of the proposed change filed in the aforesaid form and manner; but the Commission may, in its discretion and for good cause shown, allow such change upon less notice, or modify the requirements of this paragraph with respect to posting and filing of such schedules or copies of contracts, either in particular instances, or by general order applicable to special or peculiar circumstances or conditions. Such notice shall plainly state the change proposed to be made and the time when such change will take effect. No such carrier shall demand, charge, or collect a less compensation for such transportation than the charges filed in accordance with this paragraph, as affected by any rule, regulation, or practice so filed, or as may be prescribed by the Commission from time to time, and it shall be unlawful for any such carrier, by the furnishing of special services, facilities, or privileges, or by any other device whatsoever, to charge, accept, or receive less than the minimum charges so filed or prescribed: *Provided*, That any such carrier or carriers, or any class or group thereof, may apply to the Commission for relief from the provisions of this paragraph, and the Commission may, after hearing, grant such relief to such extent and for such time, and in such manner as in its judgment is consistent with the public interest and the policy declared in section 202 (a) of this part.

"(b) Whenever, after hearing upon complaint or its own initiative, the Commission finds that any charge of any contract carrier or carriers by motor vehicle, or any rule, regulation, or practice of any such carrier or carriers affecting such charge, or the value of the service thereunder, for the transportation of passengers or property in interstate or foreign commerce, contravenes the policy declared in section 202 (a) of this part, the Commission may prescribe such minimum charge, or such rule, regulation, or practice as in its judgment may be necessary or desirable in the public interest and to promote the policy declared in said section. Such minimum charge, or such rule, regulation, or practice, so prescribed by the Commission, shall give no advantage or preference to any such carrier in competition with any common carrier by motor vehicle subject to this part, which the Commission may find to be undue or inconsistent with the public interest and the policy declared in said section, and the Commission shall give due consideration to the cost of the services rendered by such carriers and to the effect of such minimum charge, or such rules, regulations, or practices, upon the movement of traffic by such carriers. All complaints shall state fully the facts complained of and the reasons for such complaint and shall be made under oath.

"(c) Whenever there shall be filed with the Commission by any such contract carrier any schedule or contract stating a reduced charge directly, or by means of any rule, regulation, or practice, for the transportation of passengers or property in interstate or foreign commerce, the Commission is hereby authorized and empowered upon complaint of interested parties or upon its own initiative at once and, if it so orders, without answer or other formal pleading by the interested party, but upon reasonable notice, to enter upon a hearing concerning the lawfulness of such charge, or such rule,

regulation, or practice, and pending such hearing and the decision thereon the Commission, by filing with such schedule or contract and delivering to the carrier affected thereby a statement in writing of its reasons for such suspension, may suspend the operation of such schedule or contract and defer the use of such charge, or such rule, regulation, or practice, for a period of ninety days, and if the proceeding has not been concluded and a final order made within such period the Commission may, from time to time, extend the period of suspension, but not for a longer period in the aggregate than one hundred and eighty days beyond the time when it would otherwise go into effect; and after hearing, whether completed before or after the charge, or rule, regulation, or practice goes into effect, the Commission may make such order with reference thereto as would be proper in a proceeding instituted after it had become effective. If the proceeding has not been concluded and an order made within the period of suspension, the proposed change in any charge or rule, regulation, or practice shall go into effect at the end of such period: *Provided*, That this paragraph shall not apply to any initial schedule or schedules, or contract or contracts, filed by any such carrier in bona fide operation when this section takes effect.

#### "RECEIPTS OR BILLS OF LADING

"SEC. 219. The provisions of section 20 (11) of part I shall apply with like force and effect to receipts or bills of lading of common carriers by motor vehicle.

#### "ACCOUNTS, RECORDS, AND REPORTS

"SEC. 220. (a) The Commission is hereby authorized to require annual, periodical, or special reports from all motor carriers, to prescribe the manner and form in which such reports shall be made, and to require from such carriers specific answers to all questions upon which the Commission may deem information to be necessary. Such reports shall be under oath whenever the Commission so requires. The Commission may also require any motor carrier to file with it a true copy of each or any contract, agreement, or arrangement between such carrier and any other carrier or person in relation to any traffic affected by the provisions of this part, to which he or it may be a party.

"(b) The Commission may, in its discretion, prescribe the forms of any and all accounts, records, and memoranda to be kept by motor carriers and the length of time such accounts, records, and memoranda shall be preserved, including the accounts, records, and memoranda of the movement of traffic, as well as of the receipts and expenditures of money. The Commission or its duly authorized special agents or examiners shall at all times have access to all lands, buildings, or equipment of motor carriers used in connection with interstate or foreign operation and also all accounts, records, and memoranda, including all documents, papers, and correspondence now or hereafter existing, and kept, or required to be kept, by motor carriers. The special agents or examiners of the Commission shall have authority under its order to inspect and examine any and all such lands, buildings, equipment, accounts, records, and memoranda,



including all documents, papers, and correspondence now or hereafter existing and kept or required to be kept by such carriers. This provision shall apply to receivers of carriers and to operating trustees and, to the extent deemed necessary by the Commission, to persons having control, direct or indirect, over or affiliated with any motor carrier.

"(c) As used in this section the term 'motor carriers' includes brokers.

#### " ORDERS, NOTICES, AND SERVICE OF PROCESS

"SEC. 221. (a) It shall be the duty of every motor carrier to file with the board of each State in which it operates under a certificate or permit issued under this part, and with the Commission, a designation in writing of the name and post-office address of a person upon whom or which service of notices or orders may be made under this part. Such designation may from time to time be changed by like writing similarly filed. Service of notices or orders in proceedings under this part may be made upon a motor carrier by personal service upon it or upon the person so designated by it, or by registered mail addressed to it or to such person at the address filed. In default of such designation, service of any notice or order may be made by posting in the office of the secretary or clerk of the board of the State wherein the motor carrier maintains headquarters and in the office of the secretary of the Commission. Whenever notice is given by mail as provided herein the date of mailing shall be considered as the time when notice is served.

"(b) Except as otherwise provided in this part, all orders of the Commission shall take effect within such reasonable time as the Commission may prescribe and shall continue in force until its further order, or for a specified period of time, according as shall be prescribed in the order, unless the same shall be suspended or modified or set aside by the Commission, or be suspended or set aside by a court of competent jurisdiction.

"(c) Every motor carrier shall also file with the board of each State in which it operates a designation in writing of the name and post-office address of a person in such State upon whom process issued by or under the authority of any court having jurisdiction of the subject matter may be served in any proceeding at law or equity brought against such carrier. Such designation may from time to time be changed by like writing similarly filed. In the event such carrier fails to file such designation, service may be made upon any agent of such motor carrier within such State.

"(d) As used in this section, the term 'motor carriers' includes brokers.

#### " UNLAWFUL OPERATION

"SEC. 222. (a) Any person knowingly and willfully violating any provision of this part, or any rule, regulation, requirement, or order thereunder, or any term or condition of any certificate, permit, or license, for which a penalty is not otherwise herein provided, shall, upon conviction thereof, be fined not more than \$100 for the first offense and not more than \$500 for any subsequent offense. Each day of such violation shall constitute a separate offense.

"(b) If any motor carrier or broker operates in violation of any provision of this part (except as to the reasonableness of rates, fares, or charges and the discriminatory character thereof), or any rule, regulation, requirement, or order thereunder, or of any term or condition of any certificate or permit, the Commission or its duly authorized agent may apply to the district court of the United States for any district where such motor carrier or broker operates, for the enforcement of such provision of this part, or of such rule, regulation, requirement, order, term, or condition; and such court shall have jurisdiction to enforce obedience thereto by a writ of injunction or by other process, mandatory or otherwise, restraining such carrier or broker, his or its officers, agents, employees, and representatives from further violation of such provision of this part or of such rule, regulation, requirement, order, term, or condition and enjoining upon it or them obedience thereto.

"(c) Any person, whether carrier, shipper, consignee, or broker, or any officer, employee, agent, or representative thereof, who shall knowingly offer, grant, or give, or solicit, accept, or receive any rebate, concession, or discrimination in violation of any provision of this part, or who by means of any false statement or representation, or by the use of any false or fictitious bill, bill of lading, receipt, voucher, roll, account, claim, certificate, affidavit, deposition, lease, or bill of sale, or by any other means or device, shall knowingly and willfully assist, suffer or permit any person or persons, natural or artificial, to obtain transportation of passengers or property subject to this part for less than the applicable rate, fare, or charge, or who shall knowingly and willfully by any such means or otherwise fraudulently seek to evade or defeat regulation as in this part provided for motor carrier or brokers, shall be deemed guilty of a misdemeanor and upon conviction thereof be fined not more than \$500 for the first offense and not more than \$2,000 for any subsequent offense.

"(d) Any special agent or examiner who divulges any fact or information which may come to his knowledge during the course of the examination of the accounts, records, and memoranda of motor carriers or brokers as provided in section 220 (b), except as he may be directed by the Commission or by a court of competent jurisdiction or judge thereof, shall be subject, upon conviction in any court of the United States of competent jurisdiction, to a fine of not more than \$5,000 or imprisonment for a term not exceeding two years, or both.

"(e) It shall be unlawful for any motor carrier or broker engaged in interstate or foreign commerce or any officer, receiver, trustee, lessee, agent, or employee of such carrier, broker, or person, or for any other person authorized by such carrier, broker, or person to receive information, knowingly to disclose to, or permit to be acquired by any person other than the shipper or consignee without the consent of such shipper or consignee, any information concerning the nature, kind, quantity, destination, consignee, or routing of any property tendered or delivered to such motor carrier or broker for such transportation, which information may be used to the detriment or prejudice of such shipper or consignee, or which may improperly disclose his business transactions to a competitor; and



it shall also be unlawful for any person to solicit or knowingly receive any such information which may be so used.

"(f) Nothing in this part shall be construed to prevent the giving of such information in response to any legal process issued under the authority of any court, or to any officer or agent of the Government of the United States or of any State, Territory, or District thereof, in the exercise of his power, or to any officer or other duly authorized person seeking such information for the prosecution of persons charged with or suspected of crimes or to another carrier or broker, or its duly authorized agent, for the purpose of adjusting mutual traffic accounts in the ordinary course of business of such carriers or brokers.

"(g) Any motor carrier, or broker, or any officer, agent, employee, or representative thereof who shall willfully fail or refuse to make a report to the Commission as required by this part, or to keep accounts, records, and memoranda in the form and manner approved or prescribed by the Commission, or shall knowingly and willfully falsify, destroy, mutilate, or alter any such report, account, record, or memorandum, or shall knowingly and willfully file any false report, account, record, or memorandum, shall be deemed guilty of a misdemeanor and upon conviction thereof be subject for each offense to a fine of not less than \$100 and not more than \$5,000.

#### "COLLECTION OF RATES AND CHARGES

"SEC. 223. No common carrier by motor vehicle shall deliver or relinquish possession at destination of any freight transported by it in interstate or foreign commerce until all tariff rates and charges thereon have been paid, except under such rules and regulations as the Commission may from time to time prescribe to govern the settlement of all such rates and charges, including rules and regulations for weekly or monthly settlement, and to prevent unjust discrimination or undue preference or prejudice: *Provided*, That the provisions of this paragraph shall not be construed to prohibit any such carrier from extending credit in connection with rates and charges on freight transported for the United States, for any department, bureau, or agency thereof, or for any State or Territory, or political subdivision thereof, or for the District of Columbia. Where any common carrier by motor vehicle is instructed by a shipper or consignor to deliver property transported by such carrier to a consignee other than the shipper or consignor, such consignee shall not be legally liable for transportation charges in respect of the transportation of such property (beyond those billed against him at the time of delivery for which he is otherwise liable) which may be found to be due after the property has been delivered to him, if the consignee (a) is an agent only and had no beneficial title in the property, and (b) prior to delivery of the property has notified the delivering carrier in writing of the fact of such agency and absence of beneficial title, and, in the case of shipment reconsigned or diverted to a point other than that specified in the original bill of lading, has also notified the delivering carrier in writing of the name and address of the beneficial owner of the property. In such cases the shipper or consignor, or, in the case of a shipment so reconsigned or diverted, the beneficial owner shall be liable for

such additional charges, irrespective of any provisions to the contrary in the bill of lading or in the contract under which the shipment was made. If the consignee has given to the carrier erroneous information as to who is the beneficial owner, such consignee shall himself be liable for such additional charges, notwithstanding the foregoing provisions of this paragraph. On shipments reconsigned or diverted by an agent who has furnished the carrier with a notice of agency and the proper name and address of the beneficial owner, and where such shipments are refused or abandoned at ultimate destination, the said beneficial owner shall be liable for all legally applicable charges in connection therewith.

#### "IDENTIFICATION OF INTERSTATE CARRIERS

"SEC. 224. The Commission is hereby authorized, under such rules and regulations as it shall prescribe, to require the display by motor carriers upon each motor vehicle operated under a certificate or permit issued by the Commission, suitable identification plate or plates, to provide for the issuance of such plates, and to require the payment by such carriers of the reasonable cost thereof. All moneys so collected shall be paid into the Treasury of the United States. Any substitution, transfer, or use of any such identification plate or plates, except such as may be duly authorized by the Commission, is hereby prohibited and shall be unlawful.

#### "INVESTIGATION OF MOTOR VEHICLE SIZES, WEIGHTS, AND SO FORTH

"SEC. 225. The Commission is hereby authorized to investigate and report on the need for Federal regulation of the sizes and weight of motor vehicles and combinations of motor vehicles and of the qualifications and maximum hours of service of employees of all motor carriers and private carriers of property by motor vehicle; and in such investigation the Commission shall avail itself of the assistance of all departments or bureaus of the Government and of any organization of motor carriers having special knowledge of any such matter.

#### "SEPARABILITY OF PROVISIONS

"SEC. 226. If any provision of this part, or the application thereof to any person, or commerce, or circumstance, is held invalid, the remainder of the part, and part, and the application of such provision to other persons, or commerce, or circumstances, shall not be affected thereby.

#### "TIME EFFECTIVE

"SEC. 227. (a) This part (except this section, which shall become effective immediately upon approval) shall take effect and be in force on and after the 1st day of October 1935: *Provided, however*, That the Commission shall, if found by it necessary or desirable in the public interest, by general or special order, postpone the taking effect of any provision of this part to such time after the 1st day of October 1935, as the Commission shall prescribe, but not beyond the 1st day of April 1936."

Approved, August 9, 1935.



# MOTOR CARRIER'S COMMERCIAL ZONE ACTION IMPENDING

I. C. C. Order for District  
Gets Ruling by Tomorrow  
Midnight.

## OBJECTIONS MAY STAY ORDER OF COMMISSION

Alexandria, Arlington and Parts  
of Montgomery and Prince  
Georges Included in Area.

With definite action due by tomorrow midnight on the proposed order of the Interstate Commerce Commission establishing a commercial zone in the District and adjacent Maryland and Virginia for administration of the motor carrier act, there still was doubt today as to what might be expected.

Objections from any of the interested parties in the proceedings would act to stay the order, or the commission might of its own accord defer the effective date beyond the statutory 20-day period now expiring, but there has been no indication of a move from either direction.

Under the proposed order, drawn by Examiner Paul Coyle March 26, after a hearing, this zone for Washington would include Alexandria and Arlington County in Virginia, and an area within a radius, roughly, of 9 to 10 miles from the Zero Milestone into Montgomery and Prince Georges Counties, Md.

Exempt From Rate Fixing.

Within this area, common and con-

tract truck and bus operations, though actually interstate in character, would be subject only to the safety and employe-hours-of-service provisions of the motor carrier act, and would be exempt from the rate-fixing sections that apply to interstate traffic generally.

These zones are to be created, under the act, in metropolitan districts all over the country, where the ordinary commerce of a community cuts across a State line, being intended to free what might be described as an intra-terminal movement from broad Federal regulations.

In some quarters there was a feeling the commission might itself suspend the order, pending a determination in similar cases before it. The commission has conducted zone proceedings in New York, Philadelphia, Chicago, St. Louis and Los Angeles (the issue arose in the last-named because of land-water commerce). In deciding these, which are more complex than the local case, because of the volume of business involved, precedents were anticipated that would serve as guides for the future.

### Witnesses' Views Differ.

Witnesses before Examiner Coyle differed widely in their views as to the limits to be placed on the exempt zone, the Corporation Commission of Virginia and District of Columbia Trucking Association, for example, wanting it to conform to the District lines, while local merchants, served by contract haulers, asked a 20-mile radius. The Capital Transit Co. sought exemption for bus operations as distant as Laurel, Gaithersburg and Mount Vernon, but it was said at the company's offices today that no exceptions were being filed.

If the order goes into effect, those common carriers who were operating prior to June 1, 1935, and contract carriers operating prior to July 1, 1935, but who did not file applications under the motor carrier act, must discontinue activities until applications are filed if they go outside of the zone.

Those not operating before those dates, and who have not filed applications, would be required to make application and justify their right to operate, in the meantime suspending service.

All common carriers must file fixed tariffs with the commission and contract carriers their schedule of minimum charges.

*Clipping from the Washington Evening Star, April 14, 1937.*





## See the Wonders of Jasper National Park

*"Jitneys" similar to this one, which was used for sightseeing in the Canadian Rockies, were used in Maryland prior to 1920.*



*These busses are typical of those used for inter-state transportation in Maryland in 1926.*





#### GREYHOUND'S NEW SUPER-COACH

The radically different Greyhound Super-Coach is the finest motor bus on American highways. Among the most outstanding of its many revolutionary features are:

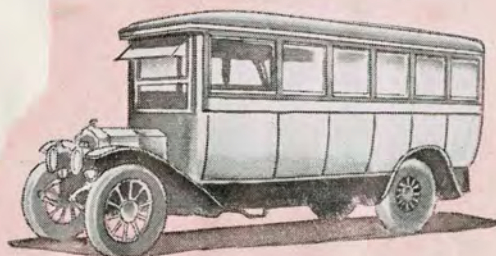
- (1) Motor in the rear, providing extra passenger space (36 instead of 33); eliminating heat, noise and fumes; improving driver's view of traffic; eliminating long drive shaft; improving smooth-riding qualities of the coach; providing quieter, more efficient operation.
- (2) Baggage compartments underneath the floor—no baggage carried on roof or inside. Compartments watertight and dustproof. Baggage underneath makes coach ride easier.
- (3) Seats raised 18 inches—bringing them above wheel level, making them ride more smoothly than ever, and eliminating wheelhousing seats. Extra leg room, more comfortable chairs, adjustable to 4 positions, smartly designed and upholstered. Passengers look over the tops of passing cars, yet center of gravity of the new coach is lower than ever—an added safety feature.

(4) Improved ventilation and cooling by means of powerful blowers bringing air into the coach through perforated false roof. Air is completely changed every two minutes.

(5) More hot-water heaters, distributed throughout the coach—can maintain temperature of 70 degrees inside when weather is 35 below zero.

(6) Duralumin body—stronger than steel, but two tons lighter than older coaches.

(7) Other features: Safety glass throughout; lighting by frosted glass tubes down the center of the ceiling and at each side; recessed aisle, permitting even tall passengers to stand erect; improved air brakes; new type of adjustable footrest; small overhead racks for hats, purses, small parcels; dual ignition, fuel pumps, and electrical systems for the 175 horse-power motor to prevent road failures; moderate steamlining.



BUSES LIKE THIS OLD ONE  
USED BY A PREDECESSOR OF GREYHOUND  
LINES SEEM ANTIQUATED BESIDE THE  
STREAMLINED SUPERCOACH TODAY...YET  
ONLY A FEW YEARS SEPARATE THEM.

*The superiority of present day bus equipment over early bus equipment is apparant by comparing a 1937 bus with one used about 1922.*





*This is a photo of an International bus purchased about 1926 by the Blue Ridge Lines. Previous equipment used by this company was largely rebuilt from sedans or trucks.*

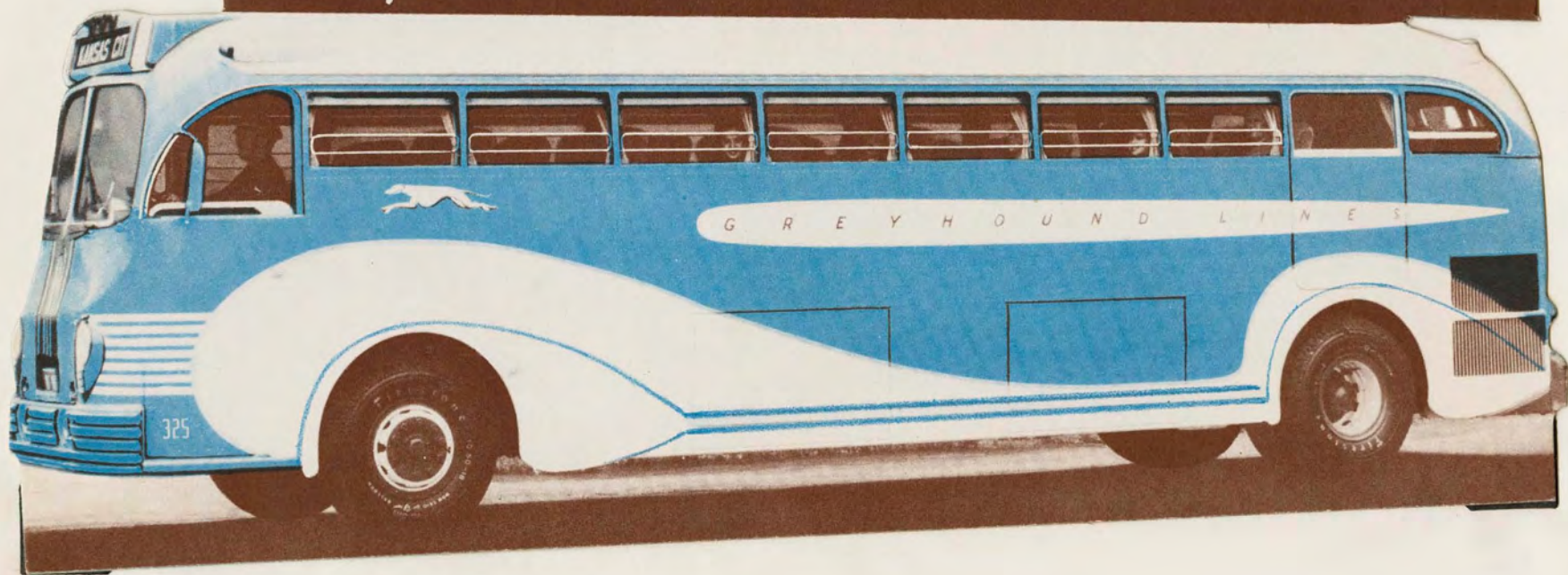




*A recent type of Yellow Coach, seating 33 passengers, built by General Motors. This bus is in use by the Blue Ridge Lines and represents the design for 1935 and 1936. 1937 models which are not yet on the road will have the engine mounted across the rear and will have a blunt front end.*



*Step inside* **GREYHOUND'S NEW SUPER-COACH!**





# QUICKLY TOLD FACTS OF INTEREST ABOUT BUSES

- Motor buses are good citizens. They render a definite public service, they help to bind together the far-flung corners of the nation, and they pay millions of dollars annually in taxes.

- The bus in which you are riding is one of the biggest taxpayers in America. During 1935, the average intercity motor bus operated paid a total of \$1,185.56 in taxes—nearly 30 times the license fee and gas tax paid by the average motor vehicle. Taxes and fees consumed about 13% of the total revenue of intercity bus companies.



- For every mile of highway used during 1935, intercity buses paid \$81.20 in taxes—an amount equal to 17% of the total cost per mile of maintaining those highways, though intercity buses represent only 1 out of every 1,103 vehicles using such highways. Total taxes paid by intercity buses amounted to more than 28 million

dollars—nearly all of which is spent for construction and maintenance of public highways. The fact that the average gasoline tax was more than 4c per gallon and that the average bus operated used approximately 12,000 gallons of gasoline in 1935, indicates how heavily motor buses contribute to the building and upkeep of highways.

- Motor bus lines provide employment for hundreds of thousands . . . serve more than 48,000 communities and nearly 12 million people who are reached by no other public transportation. They offer millions of taxpayers who do not own automobiles their only opportunity of enjoying the highways.



Copyright, 1936, The Greyhound Corporation

- More than half the population of the United States lives in territory served directly by Greyhound Lines—the remainder within short connecting distance.

- Greyhound Lines operate about 2,000 buses . . . serve nearly 50,000 miles of highway routes (more than twice the distance around the earth) . . . travel 138 million miles in a year . . . operate 200 garages . . . give employment to more than 12,000 people . . . operate over more miles of lines, and offer more transcontinental routes, than any other public transportation system.



- The average motor bus is more than 7 times as safe as the average private automobile, according to records of the National Safety Council. Greyhound is even safer than



the average, for Greyhound has won the National Safety Council award for safe operation of intercity buses every year it has been offered. Drivers are carefully selected for natural courtesy and physical fitness, thoroughly trained, and constantly encouraged by awards and bonuses to maintain perfect safety

records. Rigid inspection and maintenance of buses keep equipment in first-class condition at all times. Greyhound holds the world's safety record for intercity bus fleets—1,249,143 miles without a single accident (not even a scratched fender!)—and has approached this phenomenal record many other times.

- Travel by Greyhound costs from 25% to 65% less than other public transportation . . . and about one-third as much as driving an average private automobile. Figures from reliable sources indicate that the average cost of driving a private car is 4½ cents per mile, as against less than 1½ cents per mile average for round trip fares by Greyhound.

Printed in U.S.A.



ARTICLE 81, TITLE  
"REVENUE AND TAXES"

INTER-STATE PASSENGER OPERATION

Inter-state Passenger Transportation

Public Service Permit—Fees

199. It shall be the duty of each owner of a motor vehicle to be used in the inter-state transportation of passengers for hire operating over State, State-Aid, improved county roads, and streets and roads of incorporated towns and cities in the State of Maryland:

(1) to secure a permit from the Public Service Commission of Maryland to operate over said roads and streets;

(2) to present same to the Commissioner of Motor Vehicles annually, at the time and according to the method and provisions prescribed by law for the making of applications for registration tags in the case of all other motor vehicles;

(3) to make an application in writing for registration with the Commissioner of Motor Vehicles, and to state in said application besides the other matters by law provided;

(a) the seating capacity for passengers of said motor vehicle;

(b) the route on which said motor vehicle is to be used;

(c) whether reserve or substitute motor vehicles are maintained by the applicant to be used only in emergencies, and if so, the number of such reserve and substitute motor vehicles and a complete description of each, such motor vehicles when in use to be designated by a special marker to be furnished by the Commissioner of Motor Vehicles;

(d) the length of the route in miles on State, State-Aid, improved County roads, and streets and roads of incorporated towns and cities, respectively, in the State of Maryland;

(e) the weight of the vehicle; and

(f) the schedule under which it shall be operated; and

(4) for each motor vehicle, except reserve or substitute vehicle, a fee shall be paid to the Commissioner of Motor Vehicles for certificates of registration issued by him, of one-eighteenth (1/18c) of a cent per each passenger seat multiplied by the total number of miles that said ap-

plication shall show will be traveled by such motor vehicle over the State, State-Aid, improved County roads, and streets and roads of incorporated towns and cities in the State of Maryland, during the year for which said certificate is issued, and no other additional fees, licenses or tax, shall be charged by the State or any County or municipal sub-division of the State except the property tax and gasoline tax on gasoline purchased in Maryland in respect to such vehicles or their operation.

Distinctive Tags

Issued By Commissioner Of Motor Vehicles

For each such motor vehicle the Commissioner of Motor Vehicles shall furnish a distinctive marker or tag, which tag or marker shall be carried and displayed in such manner as directed by the Commissioner of Motor Vehicles.

A copy of the application filed with the Commissioner of Motor Vehicles shall be forwarded to the State Roads Commission, which shall thereupon compute the fee payable by such motor vehicle owner for each motor vehicle for which application for registration has been made.

Such computation shall be based upon the mileage to be traversed by said motor vehicle upon all highways having a hard, smooth surface, composed of gravel, shells, crushed stone, concrete, paving blocks, asphalt, or other similar substances.

The State Roads Commission shall have authority, in dispute cases, to determine which roads and streets upon which such motor vehicles are to be operated should be included in the computation.

The State Roads Commission, after making such computation, shall forthwith certify the same to the Commissioner of Motor Vehicles, whereupon the fee shown to be payable by said computation shall immediately be paid by such motor vehicle owner to the Commissioner of Motor Vehicles.

Upon the filing of the application and the payment of the fees as herein provided, it shall be the duty of the Public Service Commission to grant the application, and the Commissioner of Motor Vehicles shall forthwith grant the license in accordance with said application.

*Excerpts from the Motor Vehicle Laws of Maryland*



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